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AMERICA STILL HOLDS STAGE IN PARIS PARLEY

Differences of Opinion of Two Bodies Chief Topic of Discussion

WOMEN'S PARTY DEFENDS ACTION

President Delivers Her Address in English, French and German

By MARJORIE SHULER
By Special Cable

PARIS, June 1—In the great bowl of the Sorbonne amphitheater, the National League of Women Voters of the United States won its fight to exclude the National Woman's Party of the United States from membership in the International Women's Suffrage Alliance by a vote of 123 to 49, and by the smaller majority of 91 to 78 prevented the world organization of feminists from declaring against protective legislation for woman in industry. It was the sharpest fight in 24 years of the alliance's history and today delegates of 40 countries are asking themselves the probable consequences to the woman movement.

The immediate effect is to create a convention within a convention. The arrival on the Aquitania of Mrs. O. H. P. Belmont, chairman of the National Women's Party, is to be the signal for a luncheon in her honor. At the luncheon the speakers will include Lady Rhondda, England, who withdrew the application of the six point group for entrance into the alliance, because she said the methods used to prevent the admission of the Women's Party made it impossible for the six point group to associate itself with the organization.

Open Door Council

The guests will include a member of the open door council, already started in England to link together the women of the world who believe as the Women's Party does that there should be no prohibition of night work or other regulations for women's work different from those for men. The Women's Party is reluctant to undertake the entire organization of a new international feminist group, asserted Miss Doris Stevens in discussing the luncheon plans, but she pointed to the determination of her organization to make its Washington headquarters an international center in order that "national feminist gains shall not be lost by international apathy."

Some of the delegates believe that the formation of a new group is inevitable, while others look to the probable entrance of the Women's Party in the future, in the same way as the Women's Freedom League of England fought 15 years for admission, while the majority who voted for exclusion are going quietly ahead to adopt a social reform program, outline the work to gain the vote in unenfranchised countries, and to break down other barriers against the equality of women.

Working Women's Rights

The argument that working women had a right to choose their own conditions had great weight in swinging the convention to vote for a policy that no restrictions should be imposed on women workers unless they desire them. Defending the feminist point of view, advanced by Miss Helen Fraser of England that working women should not be consulted on the basis that women would not be voting today if suffragists had waited for the consent of a majority of women before seeking to secure entire political quality.

In spite of the radical split between the two United States organizations for and against protective legislation, Miss Belle Sherwin, president of the League of Women Voters, admitted that a difference of policy was not the league's objection to the Women's Party's admission to the alliance, so much as a difference of methods. The difference of methods was pointed out in a statement to congress from the international board and the presidents of the countries who charged that an attempt to influence the alliance vote by members of the party had been carried on through a newspaper campaign, "conducted on lines dictated solely by the interests of their own organization and to the detriment of the interests of the alliance."

Press Campaign Defended

The admission of the party would seriously damage the harmony and working power of the alliance, the statement asserted. The Women's Party had no apology to make for its press campaign, declared Miss Mabel Vernon who spoke for the party. Every statement to the press was animated for the sole purpose of advancing the equal rights of men and women, she said. She pointed to the "slow and cautious methods of the League of Women Voters," declared that the Women's Party had the right to be swift, and asserted that, regardless of the action of the congress it would continue to offer its strength, energy and devotion to the international women's movement.

The congress adopted the equal moral standard program, stripped of the provisions for compulsory medical treatment in certain diseases,

(Continued on Page 4, Column 2)

Professor Moscicki Elected New President of Poland

National Assembly Chooses Successor to Wojciechowski, Who Resigned Following Coup

WARSAW, Poland, June 1 (AP)—Professor Ignatz Moscicki is the new President of Poland. He was elected by the National Assembly today to succeed President Wojciechowski, who resigned following the recent military coup led by Marshal Pilsudski.

The election came on the second ballot of the day. Professor Moscicki received 281 votes, as against 200 for Count Bninski, candidate of the Right parties, and one for Mr. Marek, Socialist. Sixty-three ballots were blank. Seven parliamentarians were absent, which meant that 274 votes were necessary for election.

Marshal Pilsudski was elected by the Assembly yesterday, but declined the post because he said the Constitution did not protect the Chief Executive against Parliament by giving him power to dissolve the legislative body even in case of urgent necessity. Professor Moscicki, elected today, was his choice for the place.

Organized Big Factories

Professor Moscicki studied chemistry in Riga University and also in London, and for a time was professor of electro-chemistry in Swiss universities.

Later he organized large factories for the manufacture of synthetic fertilizers according to his own patent. After the upper Silesian plebiscite he was made director of the fertilizer works at Cracow, Poland. When The Hague tribunal returned Chorzov to Germany he was appointed a professor in Lemberg University.

Warsaw presented the same picture last night as before the election. The police were busy keeping order among the many thousands gathered in the streets. The Parliamentary Building, which is surrounded by a park, was cordoned for a radius of about a mile, and only those with unquestionable identification were allowed to pass. There was a gigantic demonstration in Redeemer Square staged in the hope of influencing Pilsudski to reconsider his decision.

Although Pilsudski has continued to show himself romantic and erratic, accustoming his friends to expect almost anything from him, his refusal to accept the presidential office has caused general consternation. Even his closest friends were ignorant of his intention, although several radical papers tried to claim that they foresaw the move.

Pilsudski's Object

While the men in Pilsudski's confidence have asserted repeatedly that he was likely to withdraw his candidacy at the last moment, even these intimates all became convinced that he would accept the election after his stirring speech at Mr. Bartel's party to the political leaders on Saturday.

The comment was heard last night that Pilsudski's chief aim in the National Assembly seems to have been to have his march on Warsaw legalized. His friends now aver that his pre-eminent desire is to be inspector-general of the army.

Marshal Pilsudski explained his position as follows:

"The Constitution as it stands hampers me. I cannot work under it. I do not wish to be a mere figurehead. If you need mere representation, choose a man like Moscicki, who is a scholar and a man of contemplation. I am of a fighting nature."

Demonstrations for Pilsudski were held throughout the country.

PRESIDENT GIVES WAYS TO PEACE

Memorial Day Address at Arlington Stresses Prevention of Conflict

WASHINGTON, June 1 (AP)—The memory of America's heroes was honored by President Coolidge who, delivering a Memorial Day address in Arlington National Cemetery, declared that America and the world were attempting "by preventing war to succeed in peace."

"Common sense," was laid down by Mr. Coolidge as the keynote of America's contribution to world peace and in discussing its application to a number of present-day problems he touched upon the attitude of the Washington Government toward the Geneva arms negotiations, the war debt settlements, and many domestic questions.

Upholds Adequate Defense

The President said in part:

"We realize that national security and national defense cannot be safely neglected. To do so is to put in peril our domestic tranquillity and jeopardize our respect and standing among other nations.

"Yet the American forces are distinctly the forces of peace. They are the guaranties of that order and tranquillity in this part of the world which is alike beneficial to us and all the other nations. Everyone knows that we covet no territory, we entertain no imperialistic designs, we harbor no enmity toward any other people. We seek no revenge, we nurse no grievances, we have inflicted no injuries and we fear no enemies. Our ways are the ways of peace.

"Conditions sometimes arise where it seems that an appeal to arms is inevitable, but such conflicts decide very little. In the end it is necessary to make an appeal to reason, and until adjustments are reached by covenants which harmonize with the prevailing sense of justice a final solution has not been found.

"While we have been unwilling to interfere in the political relationship of other countries and have consistently refrained from intervening except when our help has been sought and we have felt that it could be effectively given, we have signified our willingness to become associated with other nations in a practical plan for promoting international justice through the World Court. Such a tribunal furnishes a method for the adjustment of international differences in accordance with our treaty rights and under the generally accepted rules of international law."

Address by Senator Willis

The Arlington ceremonies were the central feature of the observance of the day in the Capital City, with Senator Frank B. Willis of Ohio, who delivered an address after the Chief Executive also urging the cause of peace.

Leaving the amphitheater, the President, who was accompanied by Mrs. Coolidge, went to the resting place of more than 2000 unknown Union soldiers and deposited there a wreath, while Mrs. Coolidge laid beside it a single red rose.

In the crowded amphitheater were gathered thousands, including veterans of the Spanish and World Wars as well as those of the Civil War in the familiar blue.

Government activities were at a standstill for the holiday, both houses of Congress being in recess and all departments closed. While most of the members of the Cabinet remained in Washington, Secretary Wilbur was in Newark, N. J., to deliver an address, and Secretaries Kellogg and Hoover were in Philadelphia for the opening of the Sesquicentennial Exposition.

BRITAIN TO ORGANIZE AN INDUSTRIAL FAIR

By Cable from Monitor Bureau

LONDON, June 1—The British Government has decided to organize a British industrial fair next February in London and Birmingham. Owing to the great success of the fair last spring, when business surpassed all expectations, the number of inquiries for space already received leaves no doubt that the fair next year will be larger and more representative than ever. The preliminary work of the organization is proceeding and application forms for space and active measures for organization will be taken directly the coal strike is settled.

GOVERNMENT WINS IN RUMANIAN ELECTION

By Special Cable

BUCHAREST, June 1—Out of a total vote of 2,413,500 in last week's elections for the Chamber, the final returns show that the Government obtained 286 seats, the Nationalist-Peasant bloc 77; the Bratianu Liberals 15 and the anti-Semitics 9, out of a total of 387.

In 113 senatorial contests, incomplete returns indicate that the Government lost only five districts, so that General Averescu has a substantial majority in the Upper House, despite the fact that a considerable number of Bratianu Liberals are Senators by constitutional right.

PHILADELPHIA SEES BIG SHRINER PARADE

PHILADELPHIA, June 1 (AP)—Intermittent showers failed to dull the procession of blazing colors of the Nobles of the Mystic Shrine as they marched in opening the fifty-second annual session of the order.

Despite the rain, 15,000 nobles, garbed in their gorgeous costumes, paraded down the Parkway, around City Hall, and south on Broad Street to the Academy of Music, where the session opened.

One hundred and one of the 157 temples in North America are represented here, with delegations and bands and patrols.

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UNITED EFFORT FOR INDUSTRIES OF STATE URGED

Head of the Massachusetts Chamber Would Reorganize Board of Directors

SALEM, Mass., June 1 (Special)—Natural laws of expansion in other parts of the country have brought an industrial crisis to Massachusetts and New England which must be met by the united efforts of all if the district is to retain its industrial strength and gain new power, Samuel H. Thompson, president of the Massachusetts Chamber of Commerce, told its members assembled in their annual conference at the Hotel Hawthorne here today.

As one of the first practical steps to insure that organization for the new industrial day shall not be lacking, Mr. Thompson announced a plan to reorganize its present board of directors to make it consist of all the presidents of Class A chambers of commerce throughout Massachusetts.

As a Dynamic Force

Such a body, he said, can be relied upon as a dynamic force to keep Massachussetts' varied interests united in effective co-operation.

"The new board of directors will become largely a president's conference," Mr. Thompson said. "It should be an exceedingly important and influential body of men."

Following the lead taken by Mr. Thompson in his president's message, Ralph O. Brewster, Governor of Maine, urged the members to unite in a strong endeavor to increase New England's industrial prosperity.

Advertising was seen by several speakers to be the sesame to the new industrial era. Governor Brewster told of results obtained by Maine's intensive campaign, and Harrie B. Coe, director of the State of Maine Publicity Bureau, gave details from the balance sheet of Maine's advertising.

While Maine's prosperity is increased greatly by the tourist business, which brought $100,000,000 in 1925, Mr. Coe and Governor Brewster called the attention of the Massachusetts industrialists to other development which might apply in Massachusetts as well as in Maine. Mr. Coe said:

Projects Under Way

"There were over 2000 sales of land and buildings to non-residents last year. We have now industrial and recreational projects under way estimated at $175,000,000, of which the Passamaquoddy Bay project is the largest. Its sponsor, Dexter P. Cooper, came to Maine as a summer tourist. Tourist possibilities are leading to developments everywhere. Two single projects involve, one $500,000, another $5,000,000."

In his address, Mr. Thompson turned attention to the coming year. In particular, he urged that member organizations take more interest in the work of the state group.

"The time has come, very clearly," he said, "for our member chambers to resolve to get back of the state chamber and make it the leader in matters of importance in our State. There never has been a time when so great a need for a strong central chamber of commerce existed. An industrial crisis faces Massachusetts. It will take the combined wisdom of all to map out our future policy and to lay careful plans to retain the industries we now pos-

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Yacht Race on Frog Pond to End Exhibit of Models

Men and Boys Proud of Handicraft Now Showing at the Twentieth Century Club

Business men who make model yachts as their hobby, Tech men who find it a natural side line in connection with marine architecture, boys of varying ages, all are displaying enthusiasm over the current revival in model yacht making and the exhibition of model boats at the Twentieth Century Club beginning today and continuing through Saturday, June 5. The exhibition had its inception in a group of boys who spent their spare evenings all winter in making model boats at the North Bennet Street Industrial School. That school and a general committee of men are sponsoring the exhibition, which is open to all amateurs.

The 53 models entered make a fine showing. They are even better than George M. Greener, director of the school and in charge of the exhibit, had supposed they would be. They came from Reading, Somerville, Weston, Malden and other points of Greater Boston. Some were made by men, some by children; two of them were made by girls. Beverly Public Schools sent half a dozen boats and with them a display showing each step in the process of making them, forming an educational exhibit of special value.

A fine display is made by Maximilian Agassiz of Brookline, who has entered two boats of his own making modeled after some of his own sailing craft. They are in a large case.

Even the youngsters of North Bennet Street's habit-training class have been so impressed by the boats made by the older boys that they, too, have constructed boats—affairs perhaps of a limited number of boards, but representing as sincere effort for their ages as the graceful products of their elders. That is the one requisite emphasized in connection with the entry of model boats—they must all be serious efforts. No toy boats are allowed.

The closing event in connection with the exhibition will provide the peak of interest for boy exhibitors of 16 years or less. An actual race of the model yachts will take place in the Frog Pond on the Common Saturday afternoon, June 5. This will be open to all model yacht makers in the above classification whose boats have been on display at the club.

Boats Carefully Planned

The seven boys at North Bennet Street, who are entering boats, can hardly wait to find out how good their own boats actually are. Their instructor, Everett Sanborn of Marblehead, carefully explained to them theories of relative proportion between the various parts of a yacht, they have worked away at problems of line, balance, and rigging, but it still remains for the little boats to be tested in competition.

The process of making model boats is an interesting one. He would be a hard-hearted landlubber indeed who could watch the boys at North Bennet Street busy with their models and not wish he had time to make one or more himself. The start is from a simple block of wood. This is set in a vise, and with a drawing knife, its owner shapes the bottom of the boat from the rough to something approaching its final shape. Next the hull is hollowed out, and the keel set. A separate piece of wood is shaped for the deck, fitted tightly over the hollowed hull, and attached with tiny wooden pegs.

Spars are all sanded from small unshaped sticks of wood and then given their proper position. Painting comes next, and rigging last. Of the boats made by the North Bennet Street group, some have Marconi rig, and others are sloops.

Second Season of Clan

Originally organized through a suggestion of Walter H. Bradley of the Industrial School Board, this is the second season for the class. The boys have some, but not all, of the usual tools for the work. Their boats have never had general exhibition, and it is felt that the one now planned will give them fresh impetus for the craftsmanship, as well as to all the others, who should share the same benefit of the friendly competition.

Practical prizes will be given the best model yachts in the exhibition, the judges to be Maxmilian Agassiz, L. Francis Herreshof, and Nathaniel F. Emmons. Leonard M. Fowle will be in charge of the final races and other members of the general committee are Governor Fuller, Mayor Nichols, William T. Aldrich, Roger Amory, John Black, Walter H. Bradley, J. Templeman Coolidge, William C. Forbes, A. Wadsworth Longfellow, J. Pennington Gardiner, James P. Munroe, George Owen, Odin Roberts, Henry L. Shattuck, Malcolm B. Stone, William U. Swan and Charles H. Taylor.

Newsboys May Gain From Storrow Fund

Plans Discussed to House Their Reading Room in New West End House

By the Associated Press

The hearts of many Boston newsboys will be gladdened if a project now being discussed is carried to completion. The idea is to give the boys a more suitable meeting place.

It is understood that the trustees of the estate of James J. Storrow are favorably disposed toward the suggestion made by Edward E. Keevin, director of the Roosevelt Newsboys' Association, that quarters for the Boston Newsboys' Reading Room be provided in the new West End House. This house, to replace the building now used for settlement work in the West End, is to be erected with funds bequeathed for the purpose by Mr. Storrow.

At present the reading room is located on Green Street in an antiquated building where the surroundings are not considered wholly desirable. For years the directors have tried to obtain better quarters, but the cost has been prohibitive. The room is the headquarters for the junior newsboys of the city. If it is transferred to the new building it will give the boys a gathering place much nearer to the homes of most of them, and in a more wholesome environment.

Among the directors of the reading room are B. Preston Clark, R. Clipston Sturgis, Henry Penn and Charles Brewer.

British Industrial Supplement Index

The Christian Science Monitor today consists of four sections, of which three are devoted to a British Industrial Supplement, the contents of which follow:

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FRANCO-GERMAN CARTEL FORMING

Constitution of Committee Marks Step on Way to Economic Alliance

By Special Cable

PARIS, June 1—A Franco-German committee of information and documentation has been constituted at Luxembourg. The proceedings received no publicity, but in spite of the secrecy surrounding them they constitute another long step on the path to a Franco-German economic alliance. Some of the names of those who met will sufficiently indicate the remarkably serious character of the gathering.

On the French side, Charles Laurent, former Ambassador to Berlin; the Duc de Broglie of the Académie des Sciences; M. Duchemin, president of the General Confederation of Production, who has just been appointed on the French committee of experts to advise the Government; M. Fontaine, president of the council of the International Bureau of Labor; M. Fougere, president of the Metallurgical Association for Economic Expansion; M. Loederich, president of the Syndicate for the Cotton Industry; Theodore Laurent, vice-president of the Comite des Forges; M. Dalpiaz, president of the French Ship Owners, and M. Peyerimhoff, president of the committee of coal owners.

Each name represents huge interests, and on the German side the delegates are equally responsible, including Herr Bruhn, administrator of Krupps Works; Herr Buiher, member of the economic council of the Reich; Herr Deutsch, president of the Allgemeine Elektricitaets Gesellschaft, and presidents of chambers of commerce; former ministers, merchants and Herr Theissen, president of the Union of Metallurgical and Coal Industries.

These magnates, French and German, met on the invitation of M. Mayrisch, the Luxembourg iron master, whose business has ramifications in France and Germany. He has helped to form other Franco-German cartels and industrial understandings, some of which are still secret.

The present object is to el[im]inate the causes of reciprocal distr[ust]

Adirondack Rum Roads Under Armed Patrols

By the Associated Press

Buffalo, N. Y., June 1

HIGH powered automobiles manned with armed men will patrol the Adirondack mountain roads near the summer White House this summer in an effort to check the liquor-laden caravans from Canada. Major Eugene Roberts, dry administrator for upstate New York, announces that the federal court had been requested to condemn a number of fast automobiles seized from bootleggers for use of federal agents. He also stated that as many men as could be spared from other duties would go to the Adirondacks.

PHILADELPHIA FETE IS OPENED AS NATIONS' FAIR

International Note Is Emphasized as Sesquicentennial Gets Under Way

PHILADELPHIA, Pa., June 1 (Special)—Formal and impressive ceremonies characterized the formal opening of the Sesquicentennial Exposition here. From start to finish the program was singularly appropriate to the occasion.

Cabinet members, senators, representatives, governors, and their aides, foreign ambassadors and ministers, and other prominent figures in the world's affairs attended by special invitation, gave the great celebration a representative and international aspect.

The official delegation assembled at City Hall and proceeded down the six-mile stretch of south Broad Street to the new stadium on the Exposition grounds, the entire route being thronged with onlookers. A squad of mounted police, Troop G of the Third United States Cavalry—the President's troop—and the 103d Squadron of the Pennsylvania National Guard formed the escort of honor.

Salutes of Honor

During the progress of the procession down Broad Street, the 108th Field Artillery of the Pennsylvania National Guard fired a 150-gun salute. When the parade entered the Exposition Grounds a 19-gun salute was fired in honor of Secretaries Kellogg and Hoover.

Broad Street was lavishly decorated with flags, pennants and shields emblematic of the various participating countries, forming, as had been planned, an "Avenue of Nations." Upward of 150,000 Shriners, mostly in gala dress, made a colorful contribution to the throngs lining the line of march.

A striking review of soldiers, sailors and marines, followed the official entrance into the stadium.

Mayor Welcomes Visitors

Mayor W. Freeland Kendrick, master of ceremonies, delivered an address of welcome to visitors to Philadelphia in the sesquicentennial year and formally opened the exposition.

Frank B. Kellogg, Secretary of State, special emissary of the President, read an inspiring patriotic message from the Chief Executive in which the city of Philadelphia was lauded as the birthplace of the United States, the home of American liberalism and an outstanding example of practical idealism. The sesquicentennial exposition was characterized as the happiest form of international gathering.

After the singing of the "Star Spangled Banner," by all present, the benediction was given and the Mayor terminated the exercises. Later the specially invited guests were entertained at dinner in the auditorium.

Dignitaries Present

The truly international aspect of the exposition was exemplified by the notable guests present, among whom were: Frank B. Kellogg, Secretary of State; Herbert Hoover, Secretary of Commerce, both of whom are members of the National Sesquicentennial Commission; Sir Esme Howard, the British Ambassador; Senator Don Juan Riano y Gayangos, Spanish Ambassador; Tseuneo Matsudaira, Japanese Ambassador; Señor Don Rafael Rachez Aballi, Cuban Ambassador, and party; Sao-Ke Sze, Chinese Minister; Kazy Bizauskas, Lithuanian Minister; Hannibal Price, Haitian Minister; Mahmoud Samy

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A New Tenant In the Cellar

IF you have any doubts regarding the safety and efficiency of OIL HEATING, you will be interested in the chatty article on this subject in

Tomorrow's MONITOR

SENATOR BORAH ASSAILS WETS WARNS NATIO[N]

Presbyterians Hear Hi[m] Brand the Liquor Traffi[c] 'Curse to Human Family'

CALLS STATE POLLS PERIL TO REPUBLI[C]

Main Issue Is Willingness o[f] Voters to Stand by Constitution, He Says

BALTIMORE, June 1—Declarin[g] the liquor traffic to be the "curse o[f] the human family," William E[.] Borah (R.), Senator from Idaho, vig[-] orously assailed the wets in thei[r] move for modification of the Nation[al] dry laws, criticized New York Stat[e] for its attitude on the prohibitio[n] question and called upon the Natio[n] to stand by the Constitution in a speech before the Presbyterian Gen[-] eral Assembly here.

In referring to the referendu[m] question as it concerns New Yor[k] State, Mr. Borah declared that th[e] State "showed disloyalty to th[e] fundamental principles upon whic[h] the Federal Government is founded."

Senator Borah quoted the provisions of the Eighteenth Amendment as follows:

"The manufacture, sale, or transportation of intoxicating liquors within, the importation thereof into or the exportation thereof from the United States and all territory subject to the jurisdiction thereof for beverage purposes is hereby prohibited."

"This is the law of the land," continued the Senator. "It is a part of the chapter of government under which we live. Its terms are comprehensive, complete, exacting and impossible of misunderstanding. The question is now raised: What are we going to do about this provision in our Constitution?

"I believe the liquor traffic to be a curse to the human family. Whether sold in the open saloon or the brothel, its natural haunt, or secretly purveyed in defiance of law, the wicked stuff works its demoralization and ruin to individuals, communities and states.

"From the time it issues from the coiled and copper-colored worm in the distillery until it empties in the hell of crime, dishonor and death, misery and poverty and remorse mark its maledict course. Not only is the record of the centuries made up against it, but now the modern industrial world with its complex and delicate machinery, with its demand for security, safety and fitness, asks that it be banished.

"The man in the automobile may be opposed to the Eighteenth Amendment, but he will instantly discharge a drinking chauffeur. The train may be crowded with delegates to the anti-prohibition convention, but they would mob the engineer who would take a drink while drawing his precious freight. The industrial magnate may talk critically of sumptuary laws, but he will apply them like a despot to the man who watches over the driving power of his vast establishment. When safety is involved, we are all drys. Where the exigency of modern life demands a clear brain and instant decision in order to save thousands of lives and millions of property, we are all dry.

Greater Question Involved

"But even a greater question than the liquor question is the capacity of the American people for constitutional government. The question of the hour is: Shall we live up to and enforce that provision of the Constitution until in the orderly method pointed out by the Constitution we see fit to change it? Can we enforce the law which we have deliberately made? It is perhaps as definite and specific a challenge of our love for the Constitution, our capacity for self-government, as could be presented to our people.

"I am infinitely more concerned about the willingness and ability of our people to meet that test than I am about the liquor traffic, brutal and ruthless as I know it to be. The supreme test of a free government is the right of the people to write and unwrite its Constitution and its laws. The supreme test of good citizenship is to obey the Constitution and the laws when written. To disregard our Constitution, to evade it, to nullify it, while still refusing to change it, is to plant the seeds of destruction in the heart of the Nation—is to confess before the world that we have neither the moral courage nor the intellectual sturdiness for self-government.

A Compromise Useless

"If the people want to take the Eighteenth Amendment out of the Constitution in the only constitutional way it can be taken out, if they want to turn this problem back to the states, and believe that to be the wiser course, that is their unquestioned right. But so long as it stands, speaking for myself, I would kick into the waste basket any referendum which would compromise either in letter or in spirit with its execution.

"A great state has submitted this question to a referendum: 'Should the Congress of the United States modify the federal act to enforce the Eighteenth Amendment to the Constitution of the United States so that the same shall not prohibit the manufacture, sale, transportation, importation or exportation of beverages which are not in fact intoxicating as determined in accordance with the laws of the respective states?'

"What does it mean? It is difficult to tell. You can only speculate. Its authors have never undertaken to

explain to the public its meaning or to advise the voters how it can be carried into effect.

"If this scheme could be put into effect, 48 states would construe the Federal Constitution, and the Federal authorities would have to accept the 48 constructions. We might have 48 different standards of intoxicating liquor and 48 different methods of determining intoxicating liquor. Each state would have the right to ship its brand of liquor into every other state.

"The Federal Government would be placed in the position of conniving at this condition and compelled to sit silent and supine while confusion reigned supreme over the prostrated and discredited form of the Federal Constitution. Although the Federal Government is the defender and the interpreter of the Federal Constitution, it is by this program to be called upon to abdicate, to surrender and leave all to the states. This is constitutional anarchy.

About Candidates' Views

"If this referendum interrogatory has any meaning at all, it is that every state shall determine for itself its own construction of, and obligation to, the Constitution of the United States, and that construction is to bind the Federal Government.

"That doctrine was shot to death at the Battle of the Wilderness. A reunited and disenthralled and happy Nation has put it behind us for all time. Now what these advocates of the referendum want, when they speak candidly and plainly, is the right to sell and transport intoxicating liquor. What they want is to transfer the control of this question to the states, and these things they want to do by nullifying the Constitution instead of amending it. The only way to meet the proposition which they have in mind is to submit, if they wish to employ referendum, the question of whether we shall amend the Constitution—submit it in the way provided by the Constitution. That is not only the candid way but the only effective way to deal with the subject.

"The vote of the people upon the issue should not exempt candidates and leaders from declaring their positions upon this question. A candidate who has no conviction upon this question and no position to announce before the election will likely betray both sides after election. The people are entitled to have the views and the judgment of those to whom they are asked to intrust great public responsibility. This, and all other great problems of state, demand men with convictions before as well as after the election.

"We are advised by the newspapers that in one great state they are hunting for a candidate for Governor who has no view on this liquor question and who has never expressed himself. They overlook one qualification. Their candidate should not only have no views on the subject, but he should be incapable of forming, or entertaining, any views. He would be an ideal candidate in this spasm of referendums.

"While we are voting referendums and talking referendums, let's not overlook the positions of the candidates. If the people should consent to go to the polls and vote upon a referendum without knowing the views of candidates for Governor, for representatives and for senators, they would be simply fulminating in the air.

Arguments Assailed

"In the beginning of the controversy the cry was for modification of the Volstead Act—modification was the banner under which they set sail. Let us suppose that we should modify the Volstead Act so that it would give a larger percentage, but still non-intoxicating, as of course we would have to do if we would keep within the Constitution. Who would this satisfy?

"The arguments which are now being advanced by the modificationists disclose very clearly that it would satisfy no one. They are not arguments for modification. They are arguments for the nullification of the Eighteenth Amendment, for a total disregard of the Eighteenth Amendment.

"Their contention now is that the natoinal Government should not undertake to deal with the liquor problem, that the matter should be left entirely to the States. Is that modification? Can that change be brought about except in flat violation of the Eighteenth Amendment? The last proposition is that the Government should manufacture and sell liquor. Is that a change of percentage?

"We are told day after day that prohibition is a failure, that the Eighteenth Amendment is destroying our Government, that it is wiping out the line of demarkation between the national Government and the States. These are the arguments now. Are these arguments for modification?

"We ought not to permit ourselves to be deceived as to the issue. The issue is one which cannot be met by modification. The issue is one which can only be met by dealing directly with the Eighteenth Amendment. The question is fairly and squarely presented to the American people: Whether we will enforce the Eighteenth Amendment, repeal it or nullify it.

"The latter is the course which is now being urged, boldly urged, by those who are urging referendums in the States, to leave the construction and execution of the Eighteenth Amendment to the States. It is perfectly clear that that which is demanded can only be secured in one of two ways, either by repeal of the Eighteenth Amendment or its complete and shameless violation, its utter nullification. That is the issue. That being the issue, there is only one course for a great and law-abiding people to pursue and that is to live up to their Constitution, not only according to its terms as it stands, but according to the method provided for amending it."

NEW YORK, June 1 (AP)—William E. Borah (R.), Senator from Idaho, will be asked by the Anti-Saloon League to visit New York and campaign for the drys prior to the coming referendum, Orville S. Poland, counsel for the league, says.

Because of Senator Borah's Baltimore address in which he attacked the claim of state's rights in the prohibition question and announced himself an ardent dry, he will be asked to campaign against Senator James W. Wadsworth Jr. (D.), Senator from New York, Mr. Poland said, in the attempts of the dry to defeat the latter for re-election.

???

(1) Which carried more states, Coolidge or prohibition?
(2) Did making Quebec's Government a saloon keeper stop bootlegging?
(3) How may fresh cranberries be kept indefinitely?
(4) What was Puccini's last opera? How does it rank with others?
(5) How may right self-control be attained?
(6) What is the difference between canning and preserving?

These Questions Were Answered in Saturday's MONITOR

UNITED EFFORT FOR INDUSTRIES

(Continued from Page 1)

sess, as well as to gain new industries for the years to come."

He discussed Massachusetts' supremacy, and said that inevitable changes being brought about in other parts of the country, through the result of natural laws, have brought affairs of industries here to a critical condition. Widespreading readjustments and changes which are frequently difficult to make are being brought about, he said.

In the changing industrial world, Massachusetts should continue to lead the way, Mr. Thompson said, and he urged the co-ordinated effort of all business men, so that Massachusetts' problems may be solved and the future faced confidently.

Mobilize the Power

The functions of all chambers of commerce, acting as they do on a nonpartisan and representative capacity, is to mobilize the power and influence of public opinion, the president said, and to offset the force of organized minorities who may be attacking national institutions.

To bring consumers all over the United States to a full realization of the industrial possibilities of New England, Ralph O. Brewster, Governor of Maine, urged that the recreational advantages of the district be used to attract potential buyers. He discussed "The Maine Development Program and Its Significance to Massachusetts."

"The highest ambition of every manufacturer is to obtain a visit by his distributors to the home plant," he said. "New England needs but to use the leader of its recreational appeal in order to attract here the prospects in its endeavor to sell the product of its agricultural and industrial life. We should remember that water transportation is five times as cheap as rail and that every great civilization has developed about its water ports.

"More intimately than we yet realize the future of our country will be built about the sea. This is another of the reasons why New England with its industries and its countless ports and its recreational attractions is the 'Land of the Rising Sun.'"

The Governor described the industrial supremacy which, he said, few New Englanders realize that their district possesses.

Supremacy in Manufacturing

"New England today is producing one-half of the woolen goods used in the United States amounting to over $700,000,000 in value," he said. "New England manufactures one-half of the boots and shoes; over 80 per cent of the rubber foot-wear; supports over one-third of the cotton mills; produces three-quarters of the textile machinery and, thanks to Connecticut, contributes to the needs of the United States over 25 per cent of its typewriters; 30 per cent of its cutlery; 60 per cent of its needles and for good measure furnishes over 25 per cent of its athletic goods. For a section containing but little over 5 per cent of the population of the United States this is an industrial supremacy of which we may well be proud.

"Neither are we dependent entirely for our food supplies upon other sections when New England is bringing to market over 500,000,000 pounds of fish each year, being one-quarter of the total supply of the country. Maine alone furnishes over one-third of the news print made in the United States; feeds all New England with its 40,000,000 bushels of potatoes; sends tremendous quantities to the metropolitan market of New York; raises 65 per cent of the certified seed potatoes produced in the United States and furnishes the highest quality of seed to all the southern states.

"Our potato crop in the Pine Tree State is 10 per cent of the production of the entire country upon a soil that grows 308 bushels to the acre as compared with 124 bushels per acre which is the average throughout the United States."

Cultivating Home Markets

Linked with the endeavors to retain national markets, should be an effort to cultivate home markets more than ever before, he said.

"To secure an intelligent direction of the $2,000,000,000 purchasing power of New England to our own products is the first lesson we must learn. This involves no limitation of our trade development in other sections or of our use of the products in which their resources give them an opportunity for production that is unique.

"The other great market that is now looming on the horizon is one that has been stagnant for half a century as it recovered from the stress and sacrifice of the Civil War.

"An increase of over $30,000,000,000 in the wealth of the new South in the past decade and an increase of its annual income by untold millions, as a result of the recreational and industrial developments now going on in Florida and elsewhere, offer a market New England cannot afford to overlook. The phenomenal increase in the purchasing power of a section preoccupied for a half century with wresting a rather meager living from the wreck of an industrial system in which it had been bred presents a remarkable opportunity for expansion of the trade New England seeks."

The delegates were welcomed to Salem by George J. Bates, Mayor, and Fred A. Norton, president of the Salem Rotary Club. Edward G. Stacy, general secretary, gave his annual report.

PHILADELPHIA FETE IS OPENED

(Continued from Page 1)

Pasha and Mme. Samy; Mirza Bagher Khan Kazemi, Persian Charge d'Affaires, and party; Conrado Traverso, secretary of the Argentine Embassy and Wenceslao Escalante, attache of the Argentine Embassy; Engineer Commander Albert Knothe, R. N., assistant naval attache, the British Embassy; A. Konow Bojsen, secretary of the Danish Legation; Dr. Ante Tresich Pavichich, Jugoslavian Minister; Branko Adjemovitch, second secretary of the Jugoslavian Legation; Luciano Mascia, secretary of the Italian Embassy, and Col. Augusto Villa, honorary aide de camp to the King of Italy; Kazue Kuwashima, first secretary of the Japanese Embassy; P. V. G. Assarsson, Swedish Counselor of Legation; Rear Admiral Herman Osman Stickney, U. S. N., retired, and Mrs. Stickney; Rear Admiral Archibald H. Scales, U. S. N., Commandant of the Navy Yard, Philadelphia, and staff, and Gen Douglas MacArthur

Approximately 50,000 people attended the exercises in the studium, although well over 100,000 were admitted to the exposition grounds. Over 200 Philadelphia Boy Scouts acted as guides and ushers. The Grand Army of the Republic, under the leadership of Adjt.-Gen. Samuel P. Town, was present 225 strong. The posts represented included numbers 1, 2, 8, 46 and 114.

The latter part of the program included a concert by Conway's Band in the band shell, a band concert in the stadium, day and night pyrotechnic displays, the evening inaugural ball in the auditorium, a promenade public dance in the Avenue of the Colonies, and a showy nocturnal exhibition by the airplane squadron, which, 50 strong, maneuvered above the exhibition grounds and as far north as City Hall at intervals throughout the entire program.

SECRETARY MELLON MAKES ADDRESS

Library He Gives to Choate School Dedicated

WALLINGFORD, Conn., June 1 (AP)—Referring to a boy's school days as most important in his career, Andrew W. Mellon, Secretary of the Treasury, said in an address at the dedication of the Mellon Library at Choate School here yesterday: "It is in this formative period in which habits are acquired of thinking and of living which remain with him throughout his life. If he can form the habit of reading books, it will greatly aid him in his knowledge and understanding of life."

The corner stone for the library, a gift to the school from Secretary Mellon in honor of his son who was a student there, was laid a year ago. The building, which was opened informally for the students a few weeks ago, was dedicated by the Rt. Rev. Ethelbert Talbot, bishop of Bethlehem, Pa., and formally turned over to the school at the conclusion of the address by Secretary Mellon.

Prof. Rufus M. Jones of Haverford College, Haverford, Pa., delivered the address at the commencement day exercises. Secretary Mellon remained in Wallingford, where he is a guest of George C. St. John, president of the school.

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Cortège from "The Queen of Sheba" ..... Gounod
Overture to "Figaro" ..... Mozart
Fantasia, "Samson and Delilah," Saint-Saëns
Boston Square and Compass Club Male Choir
Second Hungarian Rhapsody .. Liszt
Intermezzo from "Pagliacci" ... Leoncavallo
"Marche Slave" ..... Tchaikovsky
Soldiers' Chorus from "Faust," Gounod
Afro-American Folk Songs ..... Arranged by Jacchia
Waltz, "Waves of the Danube," Ivanovici
March "Boston Commandery," Carter

EVENTS TONIGHT

Free public lecture on Christian Science by Bicknell Young, C. S. B., member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, Boston, Mass., under the auspices of First Church of Christ, Scientist, Reading, in Church Edifice, corner Lowell and Sanborn Streets, 8 p. m.

Address, "Historical Pioneering," by Prof. R. P. Blake, Harvard History Club, Common Room, Conant Hall, 8.

Testimonial dinner to E. E. Clive, managing director of the Copley Theater, Copley-Plaza, 6.

Special meeting of School Committee of Boston, 15 Beacon Street, 6:30.

EVENTS TOMORROW

Address, "The Relation of Vocational Guidance to the School Curriculum," by Dr. John M. Brewer, director of the bureau of vocational guidance at Harvard University, joint meeting of the New England Vocational Guidance Association and the Vocational Counselors of the City of Boston, School Committee Chamber, 15 Beacon Street, 4:15.

Children's drawings, Cambridge Museum for Children, 5 Jarvis Street, 8:30 to 4:30, continues through June 11.

Model yacht exhibit, auspices North Bennet Street Industrial School, Twentieth Century Club, 3 Joy Street, 10 to 6, continues through June 5.

Students' work exhibit, Scott Carbee School of Art, 11 to 6, continues through June 5.

Annual spring outing of Boston Real Estate Exchange, Tedesco Country Club, Swampscott.

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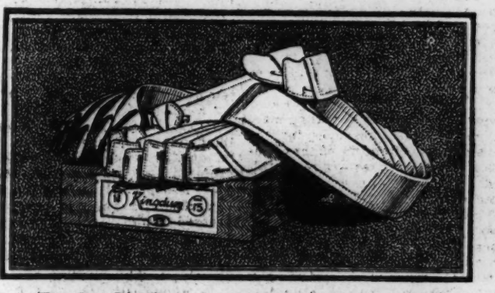
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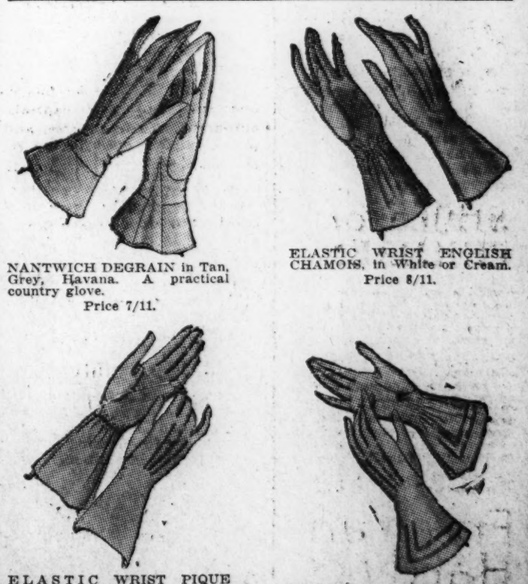
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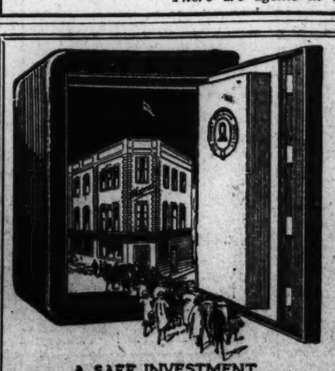

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M. BRIAND TAKES FIRM ATTITUDE

French Premier to Adopt All Possible Measures to Protect the Franc

By SISLEY HUDDLESTON
By Special Cable

PARIS, June 1—For the first time Aristide Briand, the Prime Minister, has definitely pronounced against the Socialistic inclination to develop doctrinal controversies on French finances which create alarm, thus injuring the public credit and has intimated that legislation will be on sound, orthodox lines. This message to the Nation, which is regarded as a challenge to the Left, has caused much fluttering in the dovecotes. It is possible that Briand will have to face another attack, but since he obtained a majority of 100 last week on the postponement of the lengthy discussion of the fiscal policy and has declared that the Cabinet will set aside other questions and concentrate all its efforts to the maintenance of the international value of the franc, he should win again.

The Moderates and Conservatives have always demanded this course should be taken, but hitherto the Premiers have hesitated to break the Left, which has favored such experiments as the capital levy and inquisitorial measures in the collection of taxes.

Capital Fled France

It was urged that it was precisely because capital was afraid of the Radical and Socialist policy that it fled from France and the franc fell. It is lack of confidence at home which has operated against the franc. M. Briand, if he fulfills his promise of standing up against the Socialists, will find plenty of support on the Right and Center and even among a large section of the Radicals who want to break away from the Socialists.

Good observers have long believed that some such split was bound to come and the character of the parliamentary majority completely changed if the franc was to be saved. Whether the Chamber of Deputies is ripe for a new policy which excludes the Left wing from control will be seen tomorrow. Certainly there is loud criticism, not only because M. Briand refuses and debates which would be harmful to the franc, but because his announcement was addressed to the people, not to Parliament.

Among governmental measures envisaged are the formation of various committees which will give expert advice. One will be headed by M. Sergent and will be a sort of Dawes committee, though naturally purely French. Again experts will watch the movements of the exchange markets, and suggest measures for the franc's defense. Reports of the Commission for Economies are to be followed. It is officially declared that in future there will be no increase of fiscal charges incompatible with the necessity of restoring complete confidence of French investors. Obviously this is a formal repudiation of the capital levy and other Left proposals. There will also be a unification of taxation. At present some categories of citizens are too heavily taxed, and doubtless others escape.

Inequality of Taxation

In certain directions the authorities have gone too far and in others not far enough. One man with shareholdings is crushed, while another with land is relatively free. Taxation will be leveled. Again though the Government cannot abolish immediately the prohibition of the exportation of capital, which has caused the French to send money from the country by subterfuges, this useless and dangerous measure will be partly repealed.

For the moment the Government will allow the holders of foreign bonds to keep them in the Banque de France, which will open accounts in foreign currency. This step is on the way to fiscal freedom, which is essential to be taken.

Premier's Attitude Approved

M. Briand faced the Chamber this afternoon in a decisive clash on whether Parliament should be permitted to indulge in prolonged discussions on financial questions while the Government is preparing measures which it is hoped will save the franc. The Premier takes the view that a public debate is undesirable and dangerous, and with the committee of experts now appointed to advise him and Raoul Peret, Finance Minister, he wishes to be left free to carry out his plans.

Generally there is overwhelming applause for this attitude, but sections of the Left majority consider it is a challenge to them and urge that Parliament is being robbed of its fiscal initiative. They fear also that the new majority being formed is composed of the Right and Center and a portion of the Radical Party, indeed a majority which is precisely the same as that which was known as the Bloc National. It can be readily understood with what reluctance the Herriotists and the Socialists allow such a transformation which annihilates the Bloc des Gauches.

Yet the political battle seems likely to be won. M. Briand by a definite appeal to the moderates should keep his hold on the Chamber. It only remains, therefore, to win the battle of the finances. The experts' committee is composed of M. Sergent, M. Duchemin, M. Fougere and M. Peyerimhoff and a number of bankers and professors at the Sorborne. M. Peret presented himself before the finance commission to reply to questions addressed to him. This morning a ministerial council was held to finally consider the situation.

MAINE DEDICATES MEMORIAL TABLET

Gov. Brewster and Others Speak at Unveiling

KITTERY, Me., June 1 (Special)—"It is becoming increasingly evident that wars originate in wrong thoughts," said Gov. Ralph O. Brewster in his address yesterday at the unveiling of the tablet, "The Sacrifices of War," erected at the Maine end of the interstate bridge as a memorial to the soldiers and sailors in the State who fell in the World War.

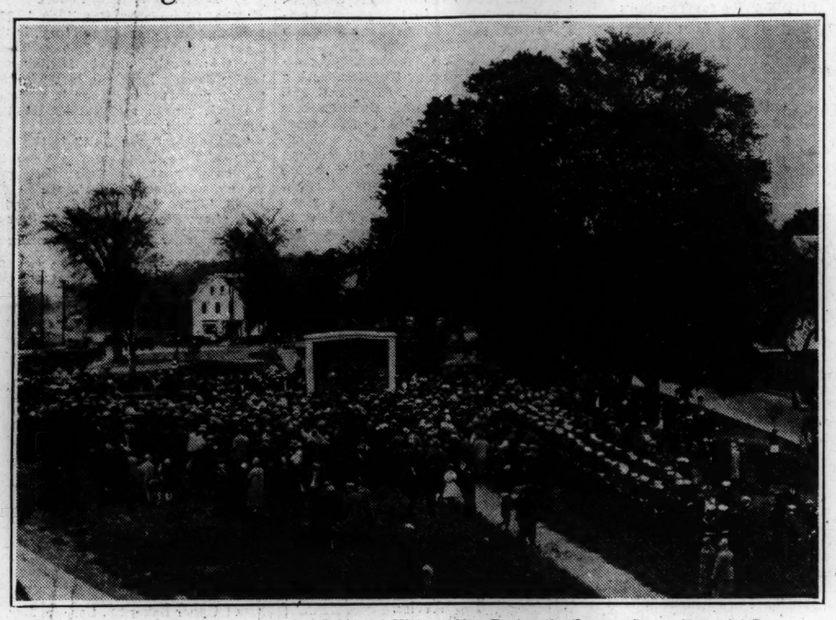
"The path runs clearly between the militarists and the pacifists and down that line the great body of Americans gladly and freely march," continued the Governor. "They recognize their heritage born of the sacrifices of other days and other men and they are relentlessly determined that this heritage shall not be lost.

"Men may differ as to the quantity and quality of preparedness that shall preserve our liberty in peace, but patriotic Americans cannot differ as to the principle that is involved if they shall ponder their obligation to the land that gave them birth."

The tablet stands in a little park and on a slight eminence some 300 yards from the entrance to the bridge and in view of the thousands of automobilists who pass over the bridge every week during the summer season. There was a large gathering present at the exercises and speakers other than Governor Brewster were Col. Perley H. Ford, past department commander of the American Legion; Jeremy R. Waldron, Attorney-General of New Hampshire, who spoke for that State as the representative of Gov. John G. Winant, and Maj.-Gen. Clarence R. Edwards.

Veterans of the Civil War, the Spanish War and the World War, augmented by a company of United States Marines, participated in the exercises. The memorial, unveiled by two veterans of the World War, is the work of Miss Bashka Paeff, who was present at the exercises.

Dedicating the Tablet to Maine's Soldiers and Sailors



Scene at the Entrance of the Interstate Bridge at Kittery, Me., During the Ceremonies on Memorial Day.

NOMINATION PAPERS READY

Frederic W. Cook, Secretary of State, announced today that nomination papers for all state offices are now ready for distribution. They can be obtained at Room 254, State House. The papers also have been sent to city and town clerks.

HENRY FORD VISITS SUDBURY

Henry Ford passed Sunday and yesterday in Sudbury at the Wayside Inn and last night boarded his private car, Fairlane, at Providence. The car was attached to the Philadelphia express which leaves the Back Bay Station at 10:45 p. m. Mr. Ford's car was surrounded by many persons who were anxious to catch a glimpse of him. They were told that their vigil was in vain as he had gone to Providence for a conference with Dutee W. Flint, southern New England Ford distributor.

COAL SUBSIDY OFFER LAPSES

British Mine Dispute Continues—Government Recovers Freedom of Action

By Cable from Monitor Bureau

LONDON, June 1—The climax was reached today in the coal mining dispute. Stanley Baldwin's conditional offer of £3,000,000 to tide over the wage difficulty lapsed this morning as the miners and mine owners have refused to move from their respective positions. This means that the Government has recovered its freedom of action and can now do whatever it thinks best to terminate the present grave situation. The way for such action is being cleared.

The miners' chief representatives, including the president, vice-president, treasurer and secretary of the Miners' Federation, have assembled in London after 10 days spent in the coal fields testing the strike situation. The owners' negotiating committee is also here and Mr. Baldwin today makes a statement for the Government in the House of Commons.

Situation Clarified

The situation has meanwhile clarified. The mine owners are becoming confident. The Economist describes them as feeling that they have the "ball at their feet." The Nation and Athenaeum say they feel that "though the struggle may be long they will be able in the end to dictate their terms, perhaps even to smash up the Miners' Federation."

The miners, on the other hand, are no longer rigidly against concessions. The Northumberland Miners Council on Saturday defeated by only a narrow majority a motion to make terms. Proposals have been put forward by F. Bradley Varley, Frank Hodges, T. Spencer, and other unofficial workers who are spokesmen for concessions in this direction.

Although the Miners' Federation still maintains its slogan, "Not a Minute on Day; Not a Penny Off Pay," and although defections from it in the matter of miners returning to work are still insignificant, the opinion is growing in official circles that the time for successful intervention in the interests of peace is approaching. It is recalled that in the 1912 coal stoppage the miners eventually accepted the settlement imposed by act of Parliament, which they had previously rejected. It is thought they may do the same on the present occasion, now that the struggle is resolving itself into the question of how much longer they can hold out.

Co-operative Coal Selling

Sir Alfred Mond, in this connection, stresses the need for compulsory co-operative coal selling upon the lines of agreement which has already achieved price stabilization in Germany. This, it is claimed, might meet the contention put forward by Stephen Walsh on behalf of the miners, to the effect that the owners are concealing profits.

Arrangements are being made to import coal to enable other industries to continue. Much sympathy is meanwhile felt for the suffering among miners' wives and children, caused by the stoppage. The Prince of Wales has taken a lead in the movement for relief by sending a subscription to the Somerset Miners' Distress Fund, with a letter in which he says: "It would not be a satisfactory end to any dispute that one side should be forced to give in on account of the suffering of their dependents."

Meetings are being organized in support, and considerable sums have been collected by Miss Ellen Wilkinson, actors' organizations and other sympathizers.

FRENCH WRITER ARRIVES

PROVIDENCE, R. I., June 1 (AP)—Arthur Masson, French writer, critic and novelist, arrived here yesterday afternoon on the Roma of the Fabre line and left by train for New York. Also on the Roma was Warren Hastings Miller, American writer of African adventure novels.

BISHOP ANDERSON DEDICATES CHURCH

SPRINGFIELD, Mass., June 1 (Special)—Flower Memorial Church in West Agawam was dedicated Sunday by Bishop William T. Anderson of the Methodist Episcopal church. Although financed largely by the Methodist church, many well-known residents of the town contributed largely to the building fund. People of all creeds will be invited to join in the church work. The building has a seating capacity of 300 and cost $40,000.

Bishop Anderson paid tribute to the little churches that dot the countryside throughout the United States in his dedicatory address, referring affectionately to the "little white church on the hill" which he attended as a boy. The Rev. Dr. Leopold A. Nies, district superintendent, praised the constructive work of the church's pastor, the Rev. James J. Cesan.

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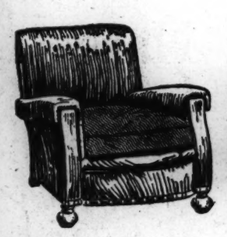
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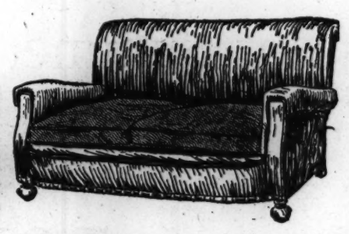
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Canadian Bathing Costume (as sketch), capes to match in all wool cashmere stockinette, smartly trimmed with fine soutache braid both on costume and cape, collar of cape to match colour of braid. Colours: Black with white; tango with royal; royal with tango; jade with black; tango with black.
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"DE LEDO"
Taffeta Silk Bathing Costume Tunic with long straight border with fullness from hips, trimmed with rows of military braid, finished on one side with bone buttons, knickers separate with elastic at knee. Military cape to match, cut full with high collar trimmed with braid to match costume, also Cap to match, and cuffs all trimmed in the same way. In several good colours. Costume and cuffs.
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Satin Shoes (as sketch).....9/11
Sateen Shoes (as sketch).....5/11



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B. & M. EXPLAINS CANADIAN LEASE

Denies Reports of Negotiations for Control of Boston & Maine

Following the announcement that a 104-mile section of its Lyndonville subdivision has been leased to the Canadian Pacific Railway, the Boston & Maine explained today that this negotiation does not mean that the company intends to dispose of any considerable proportions of its property either by lease or by sale. Officers of the B. & M. stated officially that reports to the effect that the Canadian Pacific was likely or was negotiating to absorb the B. & M. are erroneous.

"There is nothing of a general nature in this contract with the C. P. R.," it was said. "The Boston & Maine is today pursuing the policy inaugurated under the administration of James H. Hustis, which is looking forward to a continual expansion of its facilities, and the development of more business. It is only the special circumstances surrounding the Lyndonville branch which make it advisable because of geographical advantages for the Canadian Pacific to have this section under its direction."

The lease of this mileage by the C. P. R., it is pointed out, will provide a through passenger service between Boston and Quebec City, and the section of the railroad between Newport, Vt., and Wells River, Vt., will form an important link in the through fast freight service between New England and the west.

"From the point of view of international trade," the Canadian railway announces, "this step on the part of the Canadian Pacific Railway can hardly be over-estimated in importance. Wells River is the junction point of two roads that tap rich consuming and producing sections of Connecticut, Massachusetts, New Hampshire and Vermont, and which terminate in outstanding seaports in the first two of these states. The portion of the line to be operated by the Quebec Central Railway will be the outlet for a large and lucrative carrying trade in absestos, hay, forest and dairy produce, etc., from Quebec province, south into the New England States.

"In regard to the passenger service, it will be recalled that the Canadian Pacific flyers, the Red Wing and Alouette, night and day trains on the Montreal-Boston run, pass over the section of this route to be operated under Canadian Pacific Railway offices. In addition to these, there are three south and three north-bound trains, running locally over the road, including a special from Sherbrooke. Next month, with the opening of the holiday season, trains will run from Montreal over this leased line to Portland, Me., Old Orchard Beach, Kennebunk Beach, and neighboring points.

AMERICA STILL HOLDS STAGE

(Continued from Page 1)

which helped to cause opposition to similar proposals at Rome in the convention of 1920.

Changing every few minutes from English to French and German, Mrs. Corbett Ashby of England made her president's address declaring; "We have learned to limit our individual liberty for the good of the community, and we must now learn the hard task of harmonizing national activity with world peace and world needs."

Novelties at the Pops

Several unusual features will mark the Symphony Hall Pop concerts of the week, following a busy week-end which included a guest night for the intercollegiate athletes on Saturday, and a holiday program last night, both well attended.

Next Thursday evening one of the outstanding events of the Pops season will take place. Rachmaninoff's cantata, "Springtide," will have its first performance, by a chorus led by Henry Gideon, with Henry Jackson Warren as soloist.

Another special night will be Tech Night on Friday, marked also by a holiday for Mr. Jacchia, with Mr. Cherkassky of the violins for substitute conductor.

For Saturday night Mr. Jacchia has arranged a program in honor of the one hundredth anniversary of the passing of Weber, and the following evening will bring the third Sunday evening concert of the season, with a program of symphonic music.

FOOTGUARDS RETURN

NEW YORK, June 1 (*AP*)—The 600 members of the Governors Foot Guards and the Putnam Phalanx of Connecticut, and the Richmond Blues of Virginia, ancient military organizations which have been visiting in Belgium and France, returned today after an exciting passage on the liner Chicago.

CLUBWOMEN'S DRY LAW STAND, "LOYAL AND UNCOMPROMISING"

General Federation Convention Votes Unanimously to Renew Pledge of Support—Child Labor Ban and Proposed Education Department Indorsed

By a Staff Correspondent

ATLANTIC CITY, N. J., June 1—"Loyal and uncompromising support of the Eighteenth Amendment and the Volstead Act" has been pledged without a single dissenting vote, by the General Federation of Women's Clubs at its eighteenth biennial convention here.

The prohibition resolution, one of the most important subjects before the convention, was introduced by Mrs. Gilbert F. Davis of Vermont, chairman of the department of legislation.

The reception of the resolution left no shadow of doubt that the federation stands in a united line of defense against attacks on the Volstead Act, and opposing any weakening of its provisions.

Scores of delegates all over the hall jumped to their feet to second the motion for approval of the resolution, made by Mrs. John Sippel of Baltimore, chairman of the resolutions committee.

Massachusetts First

Massachusetts was the first State to have the honor of seconding the resolution, followed in rapid succession by New York, Maryland, Iowa, and Kentucky.

As the calls of "I second the resolution" arose from all sides Mrs. John Dickinson Sherman, president of the federation, asked, "Do you desire a unanimous second?"

"Yes," came the assent from the floor.

This is the first time that a resolution introduced at a binennial convention has been unanimously seconded by the delegates. The volume of "Ayes" which followed Mrs. Sherman's call for a vote was scarcely less impressive than the absolute silence following her call for, "Those opposed—no."

"Is there a negative vote?" she asked. The silence grew tense as she waited for some delegate to cast the dissenting vote which would have indicated at least a minority opinion on the federation prohibition stand.

Unanimously Adopted

"The resolution is unanimously adopted," Mrs. Sherman announced.

A vote was taken on the motion made by members of the Louisville Woman's Club to rescind the council ruling made at West Baden that individual dissenting clubs must consider themselves bound by the majority decisions of the federation.

The delegates from the Louisville club, who came to the convention determined to force recognition of their case for independence of dissenting mingrity clubs, were granted the privileges of the floor, explained their stand, and went down to defeat in their motion to rescind the ruling, with only 11 votes registered in their favor.

Co-operation with the motion picture industry rather than an attitude of hostility and destructive criticism was urged before state chairman of better films committees by Mrs. Alfred C. Tyler of Chicago at the second group conference on federation work to improve motion picture standards. The conference urged utilization of appropriate films as aids in such departments of work as Americanization, conservation, and public welfare.

"I believe the federation is mistaken in its attitude toward the motion-picture industry," declared Mrs. Tyler, chairman of the division. "Although we must keep absolutely detached and free to criticize, we shall get nowhere unless we co-operate with all its branches.

"We must also remember that the public is to blame for many evils laid at the door of the film industry. So long as the public demands sensational and unmoral pictures, and pays well to see them, motion-picture managers will cater to this taste. Let them know what you want and you will get it."

Co-operation With Producers

The motion picture committee will co-operate with producers, in so far as it can be done without conflicting with the belief of Mrs. John Dickinson Sherman, president, that the federation must go slowly in this line. In her report she mentioned the executive committee decision to withdraw from the public relations committee of the Motion Picture Producers and Distributors of America, because "so little had been accomplished in the work to improve motion pictures, and there seemed to be no indication of a change of policy."

The committee decided on a program to carry out her recommendation for a campaign to eliminate objectionable pictures, but emphasized its belief that this program must begin by educating the public to demand good pictures.

This program will aid toward developing the many uses of the motion pictures. A supply and information division will be established to draw up lists of selected films for the use of other departments. Members of the motion picture committee will also furnish classified lists of good pictures for the use of local club chairmen. Current films will be evaluated on beauty, intelligence of plot and moral value.

Civil Service for Teachers

Placing public school teachers under state civil service, introducing the study of civil service in schools, and extension of classified service to field officers of the Government, especially collectors of customs and internal revenue, will be urged by the federation, according to plans for the next two years in the division of civil service reform.

A resolution urging upon the President and Postmaster-General that "appointments to post office positions be made without participation of members of Congress or politicians in the selection" was approved.

The federation also approved a resolution calling for a program to bring about "greater knowledge and appreciation" of American writers, enjoining national observance of children's book week and drama week, and efforts to secure daily reading of "selected portions of scripture, without comment," in the public schools.

THEATERS

B. F. Keith's

With many unusual stunts, and several pleasant surprises, the 11-act bill at B. F. Keith's this week is certain to please. Raymond Pike in "Versatility Personified" opens the show, and is followed by Boyd Senter, assisted by Jack Russell, "jazzologist." Fred Galetti and Iola Kokin next introduce "The Dance of the Wooden Soldiers." Joe Mack and Gail Rossiter kept the audience in good humor with songs and repartee. Etai Look Hoy, direct from China, presents an unusual and pleasing act entitled "A Chinese Fantasy," singing several Chinese lullabies, and including a bit of opera and jazz. A sister, though not on the bill, won the audience with her personality, and Leo Karlyn appears at the piano. The oriental settings are handsome. Roger Williams, the boy from Dixie, entertains with some clever imitations. Olga and Mishka, dancers, appear with the Gypsy Art Quintette, and thrilled the patrons with their dancing. Frank Hunter and Mae Percival aroused many good laughs. Miss Kitty Doner, assisted by Jack Carroll at the piano, appears as male impersonator in "Twenty Minutes in Paris." Harry Holmes proved to be a comedian of first rank. La Fleur and Portia, equilibrists, featuring the human top, wound up a versatile bill.

Honors for Mr. Clive Tonight

Tonight at 6 o'clock more than 100 men and women in the social, business and professional life of Boston will meet at the Copley-Plaza Hotel to honor E. E. Clive, managing director of the Copley Theater, with a farewell dinner. Mr. Clive will sail for England next Sunday and expects to spend the greater part of the summer in London where he will endeavor to contract for the American rights of new productions which have proven successes in that country, and to further complete plans to augment the personnel of his company for the coming season.

Metropolitan Theater

This is "Take a Chance Week" at the Metropolitan Theater, with an uncommonly good program picture as the feature of the program. The management carries its secretive ways to the extent of asking the reviewers and patrons not to describe the entertainment in any detail, so let it be said that picture contains two excellent pieces of acting by two of the best players on the Paramount list, and the film is an example of intelligent and tasteful directing. There is a novelty stage spectacle, one of the best that has been staged at this theater by Frank Cambria. There are varied musical acts, orchestral and organ numbers, and sundry comedy, news and scenic reels. On the whole the bill proved up to the Metropolitan standard, and justifies the take a chance idea.

Boston Stage Notes

"The Shamrock Handicap," film version of a Peter Kyne story, is the feature picture at the Boston Theater this week. Janet Gaynor and Leslie Fenton have the leads in this racing melodrama. There is a varied musical, screen and vaudeville surrounding bill.

"Skinner's Dress Suit" is the feature picture this week at the St. James Theater, with Reginald Denny and Laura La Plante in the leads. There is a varied vaudeville bill, short films and musical items.

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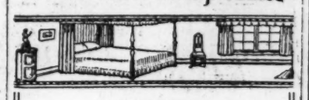
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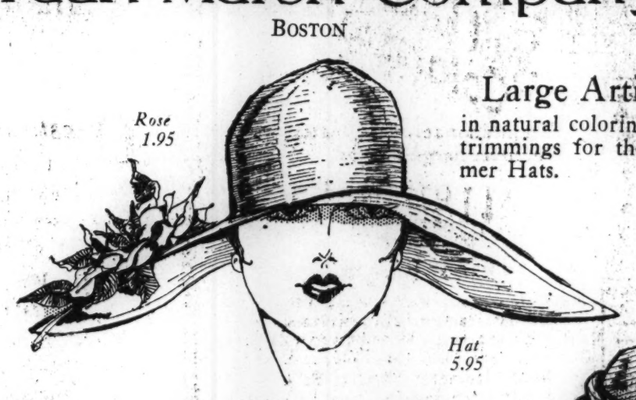
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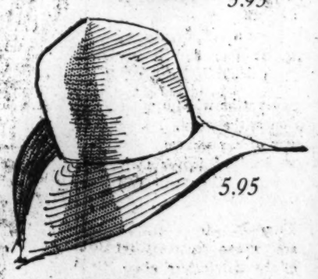
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All used Studebaker cars which are sold as *certified*, have been properly reconditioned and carry a 30-day guarantee for replacement of defective parts and free service on adjustments.
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in natural colorings are the favored trimmings for these popular Summer Hats.

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A Special Purchase of 250 New Shapes in Twenty of the Smartest Styles for Women and Young Women
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YALE PROPOSES BETTER LAWYERS

Policy of Training Only Superior Men Announced by the Law School

NEW HAVEN, Conn., June 1 (Special)—The Yale School of Law announces its adoption of a policy of limiting numbers and of confining its efforts to training superior students. Instead of being open to all who have graduated from reputable colleges as in the past, the school will hereafter admit only men it may expect to make a grade of at least C. This prediction will be based on the applicant's college record, and, when his college is not on the approved list, by a showing that he stood in the highest third of his college class.

Applicants not admitted in this way may appear in person for a law aptitude examination, the result of which will be considered in passing upon their qualifications, for entrance. A man who has failed in another law school will not be admitted to Yale.

In addition to making these regulations for men beginning the study of law, the faculty has raised the requirements for students transferring from other schools. Heretofore these men have been asked to submit law school records showing that they have passed their work satifactorily. The new rule requires transfer students to show a record of B or its equivalent. Another means taken to raise the standard of the school is a new requirement that every student must maintain an average of C or be dropped from the school.

Dr. James R. Angell, president of the university, in making this announcement said: "The general policy of Yale University is definitely the limitation of the university's efforts to the best men. With a selected group the faculty will be able to give a higher grade of instruction, to train the student much more intensively, and to make changes in the legal curriculum and methods of teaching which are adjusted to the demands and needs of the best students.

"The policy of limiting the law school to men expected to make a grade of C or better is thus an experiment," President Angell said. "If it is successful, the school may continue to raise its standard, and may restrict its membership to students who can do even better work than a C average requires. This would be a natural and normal extension of the program now adopted. What the present program means is a departure from the traditional idea of American law schools, some kind of education for all who come, and the adoption of the policy of giving a better kind of education to those most capable of profiting by it. It is believed that in this way the school may produce men better trained for the bar, and better fitted to do their part in the public service."

EAST BOSTON SPAN STILL LIVE ISSUE

Expect Discussions to Pave Way for New Contest

Construction of a bridge or tunnel between Boston and East Boston, authorization of which was deferred in the last hours of the Massachusetts Legislature Saturday, after Governor Fuller had vetoed the measure, is expected to be one of the issues which will be widely discussed in the coming months preceding another strong legislative campaign in its favor in 1927.

A group of Boston and East Boston business men sought incorporation to construct the bridge and tunnel. Opinion apparently favored the erection of a bridge costing $15,000,000. The bill passed both branches of the Legislature, but the Governor vetoed it in order, he said, that the measure might be considered at greater length. In the Senate it was his veto which was rejected, 22 to 5, not the bill as published on Saturday. The House, however, sustained the Governor's veto with 8 votes to spare. The way is thereby cleared for the additional time for consideration which Governor Fuller requested.

Details of financing the company will be investigated first, and an effort will be made to determine exactly how large toll charges would be required to pay for the structure. Henry L. Shattuck, chairman of the House Ways and Means Committee, contends that a $15,000,000 bridge would require 50 per cent tolls to pay for itself, while the promoters say that 30 cents would be sufficient. The company would have to pay over 10 per cent for its capital, Governor Fuller and Mr. Shattuck said, whereas if the structure were publicly built, a capital charge of 4 to 5 per cent would be abundant. Other details connected with land takings, relative advisability of a bridge or tunnel, and engineering problems, will be investigated in the interim before the next legislative session.

EGYPTOLOGIST MADE ASSISTANT CURATOR

Dows Dunham, who has just returned from Egypt, will assume his new duties at the Museum of Fine Arts as assistant curator of the Egyptian department. He has been a long time in Egypt as assistant to Dr. George A. Reisner, head of the Harvard University-Museum of Fine Arts archaeological expedition.

WEATHER PREDICTIONS

U. S. Weather Bureau Report

Boston and Vicinity: Cloudy, with showers tonight; Wednesday fair and cooler; fresh southwest shifting to westerly winds.

Southern New England: Showers tonight; warmer on the southeast coast; Wednesday fair and cooler; fresh southwinds shifting to westerly, with squalls.

Northern New England: Showers tonight; warmer in Maine; Wednesday partly cloudy and cooler, with showers in Maine; fresh south and southwest winds shifting to westerly, with squalls.

Weather Outlook for Week: Partly cloudy with probability of occasional local showers; temperature will average above normal in the interior and about normal on coast.

Official Temperatures

(8 a. m. Standard time, 75th meridian)

Albany	62	Memphis	72
Atlantic City	68	Montreal	66
Boston	58	Nantucket	54
Buffalo	66	New Orleans	76
Calgary	42	New York	58
Charleston	76	Philadelphia	66
Chicago	62	Pittsburgh	68
Denver	54	Portland, Me.	50
Des Moines	58	Portland, Ore.	52
Eastport	48	San Francisco	56
Galveston	78	St. Louis	64
Hatteras	72	St. Paul	54
Helena	48	Seattle	52
Jacksonville	72	Tampa	72
Kansas City	60	Washington	70
Los Angeles	60		

High Tides at Boston

Tuesday, 4:12 p. m., Wednesday, 4:26 a. m.

Light all vehicles at 8:44 p. m.

TRAFFIC UNIT FOR SOMERVILLE

Changes in the organization of the Somerville police, announced last night by Chief Charles A. Kendall, make possible the establishment of a traffic squad of 13 policemen, a move recommended by the Board of Aldermen several times in the last few years. There are to be four motorcycle men, eight men at street intersections and one relief officer.

SUNSET STORIES



Tilly Tulip and Patsy Pansy

TALL Tilly Tulip looked straight up through her half-open petals at the bright blue sky. Not another thing could she see but the bright blue sky.

Pudgy Patsy Pansy looked down through her half open petals at the damp black earth. Not another thing could she see but the damp black earth.

Tilly Tulip sighed and said: "Here I am all alone in this big beautiful blue world."

Patsy Pansy looked through her petals in surprise and said: "But it is a small ugly black world! Besides you are not alone. I hear a murmur of voices about us."

When Tilly Tulip listened she heard the voices, too. They were saying: "We are the flowers of the garden. We welcome you to the garden, Tilly Tulip and Patsy Pansy."

Pudgy Patsy Pansy shook her skirts and said: "Thank you very much. But I really don't care for your garden at all. I supposed there would be light and sunshine and beauty in a garden. Here there is nothing but damp ugly soil. Some specks of it are clinging to my lovely fresh skirts."

Tilly Tulip peered carefully through her petals again. Then replied: "It is very sweet of you to welcome me to the garden. But I am tired looking at this bright blue place. I'd like—"

"But it is black—damp and black," interrupted Patsy Pansy.

Tilly looked straight up and said: "Blue, blue, blue, I tell you. Blue!"

Patsy looked down and said: "Black, black, black, I say. Damp and black!"

A wave of tinkling laughter ran over the garden, as the two argued on and on. All the while the sun was getting higher and higher and the day warmer and warmer. Tilly Tulip's petals opened wider and wider, so that she could see the trees and garden wall. She could even see some of the taller flowers about her. Finally the wind sent her swaying back and forth so that she could get a glimpse of the earth on the farther edge of the garden.

Meanwhile Patsy Pansy's petals were gently opening, and her slender neck straightened, so that she looked up and saw the bright blue sky overhead.

The two flowers chuckled to themselves a while before they spoke. Then Tilly Tulip laughed and said: "We are both right. The world is black and blue."

Patsy Pansy looked up at the lovely tall tulip and said: "That is so. We are both right. The world is blue and black and many other colors. Weren't we sillies to argue about it?"

"Yes, weren't we!" exclaimed tall Tilly Tulip.

HORSES STEP ALONG IN ANNUAL PARADE

Crowd Sees Work Animals in Twenty-fourth Review

Some 800 horses, bearing every evidence of being well fed, well cared for, kindly and intelligently handled, with clean, well-fitting harness and a friend in the driver's seat made a showing that brought cheers from the crowds that thronged about the reviewing stand on Commonwealth Avenue yesterday to witness the twenty-fourth annual workhorse parade.

The most impressive thing about the parade was the confidence that seemed always to exist between horse and driver, resulting in good care on one hand and good service on the other, and a day's work well done in the content of good comradeship.

A dog frequently accompanied an outfit barking his approval of proceedings from his place by the side of the driver. He also invariably received a ribbon.

The parade was given by the Boston Work-Horse Relief Association, of which Henry C. Merwin is president, with the object of giving due honor to those animals who daily labor through the streets of the city in the service of man, and to see that they are given their just returns in intelligent care and kindness. Of the many awards made yesterday not one was for points usually made at horse shows, but always for evidences of kindness expressed in the well being of the animal. No harness was too old to pass muster providing it was clean and well fitting, and the age of a horse counted in its favor if it was in good condition. The driver of a blind horse, William F. Simpson, was given a special gold badge because it was found that for the two years he has driven it he constantly had been doing extra things to alleviate its condition and make up in other ways for what it seems to have lost.

The Lawrence gold medal for four-horse teams, the awarding of which is one of the chief events of the day, was won by the Abbott & Fernald Company with four handsome black horses driven by Joseph Morton. It was the tenth time that the horses and their driver had appeared together in the parade. The second prize went to C. Bowen with four bay horses each weighing over a ton. They were driven by Thomas Johnson.

Silver cups offered in the truckmen classes were awarded as follows: For singles, to a bay horse owned by John F. McCarthy and driven by John F. Winters; for doubles, to a pair of bay horses owned by Brady Brothers and driven by William J. Brady.

Silver cup offered for the escort wagon whose horses are best cared for was awarded to escort wagon No. 1, Service Battery, 101st Field Artillery, M. N. G., Capt. Franklin E. Welch, commanding.

NEW CHIEF INSPECTOR OF POLICE APPOINTED

Capt. Ainslee C. Armstrong of the bureau of criminal investigation, Boston Police Department, was appointed chief police inspector for the City of Boston, to succeed John R. McGarr, retiring chief, at roll call last evening. Captain Armstrong has served with the police department since 1891 when he began as a patrolman, working his way upward until 1910 when he was appointed captain.

The new chief's past work has twice called him to Europe and across the continent several times. In 1910 he was appointed by William Howard Taft, Chief Justice of the United States, to be a member of the examining board to investigate alleged fraud in the New York Customs House. Since the time of his appointment to the office of police inspector in 1910 Captain Armstrong has made a thorough study of police systems both in the United States and Europe.

School Children Savers Bank President's Guests

HADLEY, Mass., June 1 (Special)—Gordon Willis, president of the White Bank, gave a party recently for the pupils in the West Street School, every one of whom has a savings account in the Hampshire County Trust Company of Northampton. The school is a 100 per cent school in more ways than one, for the May attendance percentage was 100 per cent, and not one pupil has been tardy since it opened in September. Miss Violet Wolczinienas is teacher.



"I Record only the Sunny Hours"

Cleveland, Ohio
Special Correspondence

IN A sales office here where all salesmen work on a commission basis, a fellowship of the new order has arisen.

Recently there was a large sales conference in Buffalo and one of the new men in the office did not feel he could spare the money for the trip.

Two of the more experienced men in the office, however, realizing the possibilities of more rapid development for the new man, because of the quality and character of the conference, insisted upon paying two-thirds of the expenses. It being understood that this would be considered a loan to be repaid after the new man had proved through results that the money had been wisely used.

Naturally the unselfish thought which was expressed in this act has made bigger producers of two seasoned men and has inspired the whole office with a broader view of business success.

Walnut Ridge, Ark.
Special Correspondence

FOR business reasons, it was necessary for two young girls from the South to spend eight months in a northern city. They arrived in January, finding what was to them an appalling amount of snow in the streets and a mere path dug out along the sidewalks, so it was decided that it would be best to go to a down-town hotel. After several weeks, however, they began to long for a more homelike environment. Every day the newspapers were eagerly scanned in the hope of finding a small furnished apartment for rent.

Day after day sped by and one apartment after another was inspected, but no suitable place was found, until one day an advertisement appeared which seemed to fit their need exactly. In just the right place and at just the right price! Upon investigation the older sister telephoned the other to begin to pack, the apartment had been found!

References were exchanged, the packing was finished, groceries were exuberantly bought, the move was an accomplished fact. Now for the home-cooked meal! But it was discovered with great dismay that there was no gas. They did not know that one must have the gas connected.

Then came a gentle knock on the door. It was opened to disclose a radiant young woman bearing a steaming tray laden with well-cooked food.

"I knew that your gas had not been connected, and so I have brought you a lunch," she said.

Tears welled in the eyes of the girls at this display of neighborliness, which so reminded them of their own southland. And from this little deed of kindness there grew a strong and lasting friendship.

A Delicious Dressing for Asparagus
3 parts Hot Butter and 1 part
LEA & PERRINS' SAUCE



Headquarters for
Bon Voyage Baskets
Years of experience in preparing distinctive Bon Voyage baskets assures the recipient a gift both beautiful in appearance and practical in its contents.
Direct to Boston and New York Steamers
Telegraph service to principal ports of the world
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BOSTON

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Happy Hours of Travel
Six Countries in Europe
59 Days—July 3-Sept. 1
Accommodations available for few more.
For small, carefully selected group of women. Every comfort anticipated.
Excellent travel accommodations arranged directly with Advertisers in The Christian Science Monitor. Tour advertised only in this paper.
Attractive pamphlet of itinerary sent on request.
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Main and Hollywood, East Orange, N. J.

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A QUIET, comfortable room at $3.50 or a luxurious suite at $30.00. There's a wide range of accommodation at the McAlpin—but no change in the hospitality every guest enjoys at one of New York's most popular hotels.
A hearty welcome, genuine interest in your welfare and the entire McAlpin Staff — from Mr. Lee, Managing Director, down to the last bell boy—ready to render you the utmost in courteous, friendly service—at no extra cost.
McAlpin Service is a matter of Policy—NOT PRICE!
1700 comfortable, cheerful rooms from $3.50 to $12.00 per day
Suites from $10.00 to $30.00 per day
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MASTERPIECES
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Please accept 10-day tube to try

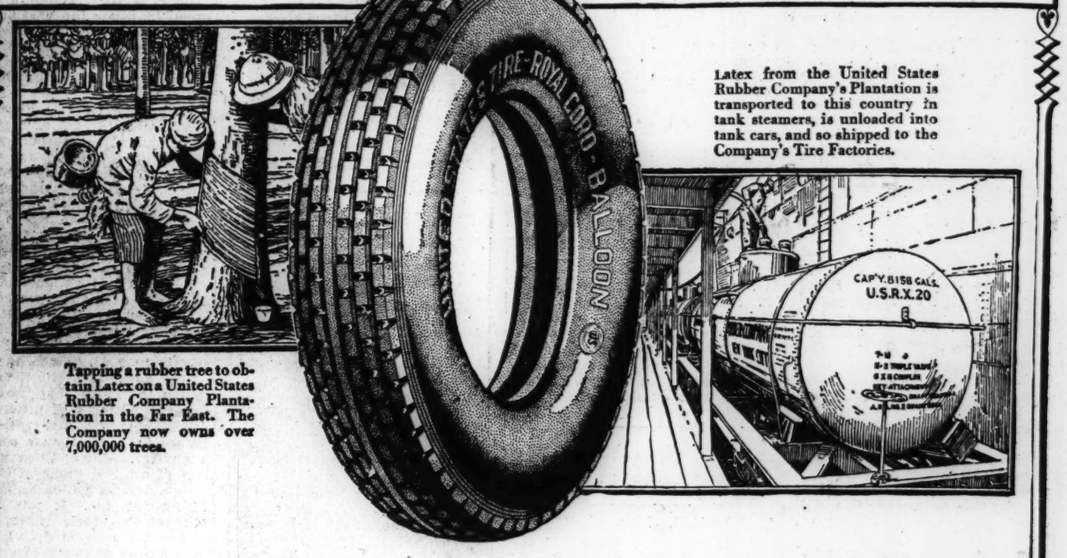


Just remove that dingy film — see what happens.
• • •
Modern dental science now has found a way that restores "off-color" teeth to clearness.
Famous movie stars use this way before going on a scene. That's why movie smiles glisten so. Authorities urge it for it protects the teeth.
It is called Pepsodent—a new-type tooth paste that works by removing the dingy film coat from teeth that old-time dentifrices did not clear off successfully. That's why brushing fails.
Run your tongue across your teeth and you can feel it. Remove it and you will be pleased at what you see. Discard old ways now. Get Pepsodent at any toilet goods store. Or send coupon for 10-day tube to try.
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Unquestionably the greatest vacation bargain of all.
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4½ day motor tour through Yellowstone Park; including meals and lodgings at hotels $54.00 additional; at camps $45.00. Motor Tour to Rocky Mountain National Park, $10.50 additional.
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UNITED STATES TIRES ARE GOOD TIRES



Tapping a rubber tree to obtain Latex on a United States Rubber Company Plantation in the Far East. The Company now owns over 7,000,000 trees.

Latex from the United States Rubber Company's Plantation is transported to this country in tank steamers, is unloaded into tank cars, and so shipped to the Company's Tire Factories.

Answering Some Questions about LATEX— The New Word in Tire Building

Question—What is Latex?
A—Latex is the milky-white watery liquid that flows from the bark of a rubber tree when it is tapped. It is the source of all rubber.

Q—Why then is "Latex" a new word in tire building?
A—Because it was only when the United States Rubber Company began producing *Latex-treated Web Cord* that Latex was used in tire building.

Q—How is Latex used in building United States tires?
A—Every cord in a tire must be impregnated with rubber before it is built into the structure. In United States Tires this is done by soaking the cords in Latex. By this method, the cords are impregnated with *pure natural rubber*, giving the cords exceptional flexibility and strength.

Q—If only United States Tires use Latex to impregnate the cords, how are other tires built?
A—The cords are "solutioned" in a bath of *dissolved* rubber; or they are "frictioned"—rubber squeezed into the cords by roller pressure.

Q—Where does the United States Rubber Company get its Latex?
A—A large part of it comes from the rubber trees on its own plantations in Sumatra and Malaya; and the balance from neighboring plantations where the United States Rubber Company Plantation Experts know the proper quality can be secured.

Q—Is there then a difference in Latex?
A—Yes. Just as there is a difference in maple sugar, apples, peaches or pears, or the product of any tree.

Q—Why don't other tire builders use Latex?
A—The processes for using Latex were discovered, patented and are owned by the United States Rubber Company.

United States Rubber Company
Trade Mark

UNITED STATES
ROYAL CORD
BALLOON

Theatrical News—Art—Music—Motion Pictures

The Strike and the Stage

By J. T. GREIN

London, May 14

IT IS all over, and as I write the machinery resumes its regular revolutions almost as swiftly as it became disorganized. Some 36 theaters carried on in the metropolis during the crisis—in a day or two all was normal and first-nights on hotfoot followed one another.

Yet during the eight days of turmoil great were the hardships of the profession. Hnudreds of actors and musicians fell out of work; those who remained preferred half or a quarter pay to enforced idleness. One leading actor and his leading lady, whose usual salaries run into three figures, contented themselves with £1 per performance in order that the house should remain open and the lesser players be kept going. This is but one instance of the unselfishness that prevailed in the profession.

Everywhere there was readiness for sacrifice to maintain "business as usual," even if the receipts hardly covered the cost of light and labor—to say nothing of rent and salaries. For, during a full week, the theaters depended entirely on the passer-by, indifferent of the difficulties of getting home. There were no papers, there was no advertisement of any kind except time-tables, out of date; there reigned glorious uncertainty as to which house was open or closed.

Yet the vim of the profession remained undaunted. Ever ready in the cause of charity, the claims of which are legion, the players are also equal to the case of emergency. It is truly wonderful what actors and actresses have done to help the Nation in its hour of need. I know actors who, as soon as the call went forth, enrolled themselves as special constables, and after the performance—sometimes after two—patrolled the streets in night vigil—17 hours' work at a stretch without a murmur or admission of fatigue. I know actresses who hurriedly wiped off their "makeup" and boarded the first available conveyance to reach the parks, there to administer food to the overburdened volunteers, who all day had driven lorries loaded with food from the docks to the temporary encampments of the Government in Hyde Park and Regents Park.

Of a chorus of musical comedy, on the first day of the strike, 25 girls—some of them with nothing but hope to live on—volunteered to drive cars for the medical corps. On the omnibuses, run and conducted by volunteers, I have seen actors by the side of varsity undergrads, picking up passengers and fares. I have seen them on the underground railways, driving the engines; I have seen them in the throng of recruiting stations, elbowing their way in order to be first to receive badge and truncheon. In all of them the sporting urge overwhelmed their personal cares. There would be no "ghost to walk" on Friday—as the term goes when salaries are paid—but what matter! The Nation wanted help and men, and they would prove themselves men by lending help beyond the consideration of their personal needs.

In the glorious record of England's history of the anxious week of the strike, the profession usually called upon to entertain the people has proved its sterling quality. It has given an effective answer to those who still believe that actors when they are not at work are loafers and meanderers in society. And it may be said of them, and to their honor, that they were second to none in assisting the gigantic effort to steer clear the course of life, regardless of all obstacles.

Chamber Concerts in London

Special from Monitor Bureau

London, May 10

IN NORMAL times the concert given in honor of the Czechoslovakian composer Janáček would have been a notable affair. Planned under the patronage of the Czechoslovak Minister and Mme. Masaryk, and carried through by prominent English artists in Wigmore Hall on May 6, the program furnished a selection of Janáček's chamber works which should have given musical London his true measure as a composer. Amidst the circumstances of a general strike the concert was isolated from public ken, and only such members of the audience arrived as could get a lift in a private car or were within walking distance. It is very much to the honor of the artists concerned that all were there and gave performances as thoroughly rehearsed and excellent as usual. Only the absence of printed programs, the withdrawal of a work (the Concertino) and the half filled hall gave any sign of surrounding difficulties.

The works by Janáček actually heard belong to different periods, and show his style (a highly individual one based on the Nápěky or speech melodies of his native Moravia) in different stages of development. Like many men with a definite message to deliver he remained long unrecognized, and now appreciation has come in generous measure in Germany and Czechoslovakia, he still retains his fine singleness of purpose and simplicity of nature. His music is innocent of the wiles of advertisement. Even in its strength, its sharp cut, bare statements, its strange gamut of color (sometimes so rich, sometimes so arid), it shows queer little clumsinesses in technical expression and in notation that heighten the sense of its composer's preoccupation with essentials.

The String Quartet

The String Quartet was the least interesting work as a whole; the short thematic figures and "sec" tones are more a delicate excursion than a whole-hearted experience. The Sonata for violin and pianoforte (1914) is fuller in many respects, vigorous, and though not free from subsidiary allusions to Russian idioms, shows Janáček's individuality. The Sonata for violoncello and pianoforte is attractive but less definite. The Sextet "Youth" for wind instruments (1924) is both the most recent work and the most interesting and beautiful. The musical ideas are fresh and original, and the unusual combination of instruments is treated with such felicity that the sound charms the ear as much as the skill displayed delights the intellect.

Many concerts have taken place at which a good deal of modern chamber music was heard. Prominent among these recitals was John Ireland's in Grotrian Hall on April 29, when he gave a program of his own works, assisted by Beatrice and Margaret Harrison. Nothing absolutely new was introduced, but the works chosen were among his best, and included the second trio, the second violin and piano sontata, the 'cello sonata and a number of piano pieces. Heard thus, Ireland's works impress powerfully by their constructive strength, their logic, their purposefulness. They have been wrought by a composer who can make the most of his material. If the music is too self-contained to move one deeply, it never falls into note-spinning, for Ireland as a composer weighs every word.

Reger and Holbrooke

Réger and Holbrooke, whose sonatas for violin and pianoforte were heard in Grotrian Hall on the following night, pour out their musical ideas in a flood. The sonatas in E minor, Op. 122, and F sharp minor, Op. 84, of Reger, contain lovely pages drowned in torrents of sonata form, and the melodic aspect of the violin is so stressed that its interest palls. Holbrooke has more color in his sonata, "Orientale," where the opening realizes the East in a most compelling manner. The fine playing of Kutcher and Holbrooke himself in these sonatas was a model for ensemble work.

Hindemith's Sonata Op. No. 2 in D, for violin and piano, was played for the first time in England on April 28 by the young American violinist, Cyril Towbin, at what was his own first appearance in England. He is an acquisition to the ranks of those who can interpret modern work, for his technique is ample and his temperament eager yet level-headed. The sonata is written with all the address one expects from Hindemith, and it has his excellent conciseness and "chic," but it also shows signs of his over-facility.

Two "Visions Fugitives" by Prokofieff, heard at Orloff's recital on May 1, were too small to be much more than trifles, but even they showed some of the general features which other compositions already noticed had displayed.. In reviewing them certain idiosyncrasies and groups of musical ideas emerge as common to all. Many works showed a preference for close-bitten themes, phrases that lay within the hand without a shift, accompaniment figures that moved in a small range, color induced by rhythm, and phrases of not great intrinsic significance repeated again and again with passionate eloquence. And behind many works lay the same wide questioning.

M. M. S.

Cleveland Symphony Season in Review

CLEVELAND, May 24 (Special Correspondence)—A survey of the work of the Cleveland Orchestra in the recently concluded season discloses a record of widespread and continuous activity. The orchestra gave 122 concerts during the season, 67 at home and 55 elsewhere. There were concerts in eight Ohio cities other than Cleveland; and the orchestra was heard in seven other states, as well as in Washington, D. C. Concerts in New York, Boston and Pittsburgh were included in the schedule. In sum, Conductor Nikolai Sokoloff and his men visited 30 outside cities and towns.

A valuable and significant feature of the work has been the attention given to concerts for children. Under the direction of the assistant conductor, Arthur Shepherd, 25 of these concerts have been given, 12 at home, and 13 in the courses of the orchestra's journeyings. There you see the symphony audiences of the future. And already many of these youngsters surprise their backward elders with their knowledge, and their appreciation, of the best music.

As for the programs of the winter, they were, naturally, of the type familiar to symphony patrons in all cities fortunate enough to possess a large and efficient orchestra. A bit unusual, perhaps, was the co-operation of choruses in two concerts. In the first of these the Brahms "German Requiem" was performed by the Oberlin Musical Union and a competent group of soloists, Mr. Sokoloff conducting; in the other, the Orpheus Male Choir of Cleveland assisted in the finale of the Liszt "Faust Symphony."

The classics were not neglected. Perhaps it would be a good thing if they were to be neglected for a time, so that those of us who hear many concerts might have a chance to regain in some measure the freshness of earlier impressions. But a conductor is hard put to it in his program making. He must, speaking in a general way, offer works that will please his hearers. We have had our usual quota of Beethoven, Brahms, Wagner, Tchaikovsky, and other pillars of the orchestral repertory. And we have had some novelties, notably an all-American program, which, even if it did not reveal any masterpieces, at any rate showed that America is articulate. The present reviewer liked best the least ambitious, or rather the least extended of the compositions presented—leaving out of account some attractive songs with piano accompaniment of Deems Taylor, sung by Reinald Werrenrath—a "Song and Dance" for viola and orchestra, by Carlton Cooley, and Emerson Whithorne's "Aeroplane." But of all the not very plentiful new music of the season, Respighi, in his "Concerto Gregoriano" for violin (it was played by Albert Spalding) had the best to offer. A delightful work.

"Volcano" With Bebe Daniels

Special from Monitor Bureau

NEW YORK, May 27—Rivoli Theater, "Volcano," a motion picture adapted by Bernard McConville from the play, " "Martinique," by Lawrence Eyre, directed by William K. Howard for Paramount.

Bebe Daniels has been given a costume picture in "Volcano," and she appears to great advantage in the picturesque clothes of 1850. Most of action of the piece takes place on the island of Martinique during an eruption of Mont Pelée, and the main interest of the picture centers around the spectacular episodes connected with this disturbance. The story has been too sketchily developed for some unaccountable reason, so much so that the picture fails to hold the interest to any extent. Miss Daniels looks her very best in the rôle of a young and innocent girl caught in the toils of native slander, and she does the part with all her accustomed good will and sincerity. Ricardo Cortez and Wallace Beery each give a well-rounded characterization. Many of the photographic effects are striking, except where a rather crudely managed miniature of the fiery mountain is introduced. Save for Miss Daniels' handsome appearance and the photographic skill displayed in the later sequences of the picture, "Volcano," has little to recommend it.

R. F.

"Rolling Home"

Special from Monitor Bureau

NEW YORK, May 30—Colony Theater, "Rolling Home," a motion picture written by John H. Booth, directed by William A. Seiter for Universal.

Reginald Denny scores again in his newest comedy, although by a lesser margin than in his recent and highly amusing "Skinner's Dress Suit." It provides him with another

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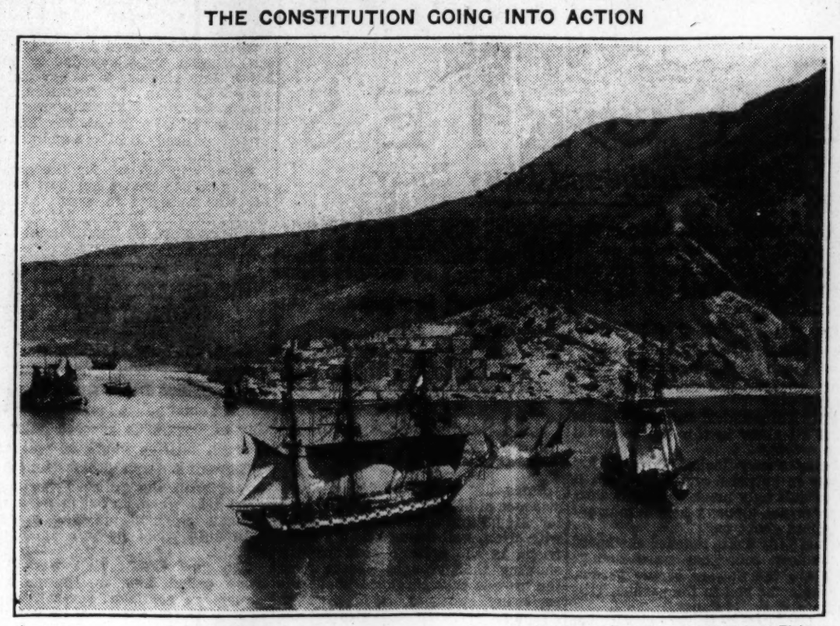
Courtesy of Paramount Pictures

James Cruze Giving Wireless Orders In Historical Sea Picture.

of those rolling-stone parts, wherein he emerges smiling and victorious. On this occasion he is cast as an over-enthusiastic but penniless promoter scheduled to return to his home town under the embarrassing cloak of being a millionaire. A former army pal doing chauffeur duty offers to drive him there during a free week-end, and the various complications that ensue fill up the other reels. He succeeds in putting over a huge deal during the festivities connected with his home-coming, and, as may be inferred, wins the hand of the village belle as well. Mr. Denny is genuinely amusing as he gets in and out of one difficulty after another, showing signs of a growing screen technique all along the way. Ben Hendricks Jr. plays the part of the obliging buddy with vigor and conviction, and Marion Nixon is the young lady of the tale. E. J. Ratcliffe, Margaret Seddon, George Nichols, Alfred Allen, and C. E. Thurston are featured members of the company.

R. F.

THE CONSTITUTION GOING INTO ACTION



Photograph by Courtesy of Paramount Pictures

American Frigate, Reproduced From the Original Vessel, Engaged in a Motion Picture Battle With Tripolitan Pirates Off Catalina Island, California. From the Hillside, Above the Tripolitan Fort and Town, Built for the Occasion, James Cruze Directed the Engagement by Radio.

Filming "Old Ironsides"

Hollywood, May 21

Special Correspondence

MANY hundreds of men, a few actors in the accepted sense of the term, but the majority of them "extras," have been vividly and noisily remaking early American history these past few weeks off the coast of southern California in the endeavor to register correctly in scores of motion picture cameras the gallant achievements of the famous old frigate Constitution, affectionately known as "Old Ironsides," and particulary those achievements which had to do with her victory over the pirates of Tripoli in 1804.

This has been one of the most ambitious attempts at "big scenes" that James Cruze, the Paramount director who filmed "The Covered Wagon," has ever made, for not only has he had to direct at one time mobs of people in the Tripolitan fort and town, built for the occasion on the island of Catalina, but to direct the action of 18 ships carrying nearly 1500 men and nearly as many other boats, barges and other craft not in the camera lines.

To accomplish this gigantic task, Cruze, with the aid of many assistants, trained the various players in what they were to do, and then from a point of vantage high on a hillside sent his orders through a specially designed radio transmitter. On every ship, in the movie fort and town, radio operators kept the airways open for the director, thus enabling him to move ships and men, send them into action and stop action with ease and accuracy.

Reproducing "Old Ironsides" for the picture was a more difficult task than the construction of the real frigate in 1794. From the archives of the government library in Washington the Paramount research men unearthed scores of tattered yellow documents that had rested undisturbed for more than a century and a quarter. Among them were three sets of original plans of the Constitution, designs by Joshua Humphreys of Philadelphia. It was here they encountered their first difficulty. None of the three drawings of the ship agreed as to the length and rigging. Somewhere, 125 years ago, an error had been made which the architect had neglected to correct. With the permission of the United States Government the picture men went to the Boston Navy Yard and measured every line and photographed every nook and crevice of the original vessel.

In the maze of detail and historical information obtained from the navy libraries, the following data stands out:

The Constitution was one of the six frigates of the new American Navy authorized by Congress in 1794 and was designed by Joshua Humphreys of Philadelphia along the lines that had been adopted in the construction of the fastest French frigates. She was built at Ballard & Hart's shipyard in Boston. The timbers and planking were well seasoned, live oak, cedar and yellow pine from Maine having been used to form her hull. The length of the vessel at water-line, it was found, was 175 feet. The truck of the mainmast was more than 200 feet from that line—taller than a twenty-story office building. Provisions were made for carrying an unusually large quantity of sail. This, with the fine, yacht-like lines of the hull under water, assured speed superior to any frigate afloat.

None of the technical information gathered could be relied on entirely, however, due to the fact that many changes took place aboard the vessel between the time of its launching in 1794 and the time of the encounter with the Algerian pirates ten years later.

Then came an interesting problem. How to reproduce "Old Ironsides"? This is the way the movie people did it. They bought the Llewellyn J. Morse, a three-masted schooner of 1500 tons and about 200 feet overall. She will be found listed in the Government records as having been a copra trading vessel plying between San Francisco and the islands of the South Seas. Although built more than 75 years ago, she was still sound and seaworthy. Double-planked with oak seven inches thick and her cabin quarters abounding in red plush and carved marogany, she was a true representative of a glorious period in American maritime history.

Hauled out at a shipyard, the vessel was turned over to a crew of 300 experienced shipwrights who removed the top deck, while scores of experts searched the harbors of the United States for antique sea equipment. From Mexico were imported 5000 feet of mahogany for the yard-arms and blocks. From the forests of Washington came logs 100 feet in length to be used as masts. Another item involving much time and labor was the obtaining of appropriate rope for the rigging. Of the 100,000 pounds purchased, all that was available on the Pacific coast, none could be found large enough to fill all the wants aboard the vessel, because the modern steel cable has replaced the bulky four- and five-inch lines used aboard old sailing ships. So it became necessary to manufacture thousands of pounds of rope.

The most difficult task in refitting the Morse was the erection of the two 100-foot masts and the rebuilding of the hull. Formerly possessing a round bottom, it was necessary to reconstruct it like that of the Constitution.

Considerable doubt existed among historians as to whether the Constitution possessed a poop deck in 1804. According to the original plans, such a deck was absent, but in the memoirs of Commodore Isaac Hull, loaned to the company by Capt. M. O. T. Hull of Long Beach, Calif., reference is made to the poop in several places. Inasmuch as the memoirs were written in 1812, however, it long remained a question whether the deck was erected before or after 1804. Following considerable research, it was discovered that the deck was not put on until about 1806 or 1807.

Of no little consequence in connection with the sailing of the new Constitution was the engaging of the crew to man her. During the period the story takes place she was sailed by boys and young men, ranging from 15 to 23 years of age. Because the younger sailors of this generation know nothing of square-rigged vessels, it became necessary to gather a crew and teach them every detail of handling the craft. The instructors were sea captains, with years of experience aboard old packets. Among the actors who had to go through this strenuous course of training were: Wallace Beery, who plays a rough sailor; George Bancroft, master gunner aboard the Constitution; Charles Farrell, the boy; George Godfrey, the cook; Johnnie Walker, who plays Stephen Decatur; Charles Hill Mailes, who plays Commodore Preble, and Eddie Fetherstone, who plays Commodore Somers.

New York Stage Notes

Special from Monitor Bureau

NEW YORK, May 27—At the annual meeting of the Actor's Equity Association held May 25, the regular ticket of officers was re-elected by a large majority. This includes John Emerson, president; Ethel Barrymore, first vice-president; Bruce McRae, second vice-president; Grant Stewart, recording secretary, and Frank Gilmore, secretary-treasurer.

George Gershwin has been commissioned by Alex A. Aarons and Vinton Freedley, producers of his current "Tip-Toes," to write the score of another musical comedy for presentation by them.

Eddie Cantor plans to enter the producing field in association with Albert Lewis and Sam H. Harris. They will sponsor a dramatic version of "Mendell Marantz," a novel by David Freedman, for September presentation.

Bannister and Powell, in association with Miller and Goldreyer, will start rehearsals in New York immediately on "The Man From Toronto," a comedy by Douglas Murray, which was first produced in London in 1918.

Judith Anderson is listed for Keith-Albee vaudeville during the summer months.

"The Star Gazer," by Howard Irving Young, has been purchased by the Stagers for New York production next season.

Lynn Overman will play the part first acted by William Collier in the musical version of "Nothing but the Truth," which H. H. Frazee will produce in the fall.

"The Good Fellow," a comedy by George S. Kaufman and Herman J. Mankiewicz, will be tried out by Crosby Gaige at Asbury Park, N. J., on June 21. Sidney Toler will play the lead.

The new play in which Mme. Bertha Kalich will be seen in New York next season is "The Diversions of an Empress," by Louis N. Parker.

Victor Moore, last seen in "Easy Come, Easy Go," will play a summer engagement in Keith-Albee vaudeville.

Owen Davis will dramatize Homer Croy's humorous novel, "They Had to See Paris," for production by Crosby Gaige.

Brock Pemberton will try out in June a play by J. Frank Davis entitled "The Ladder."

Chantrey Purchases Royal Academy Show

Special from Monitor Bureau

LONDON, May 17—The president and council of the Royal Academy have purchased the following works for the Nation, under the terms of the Chantrey Bequest, from the current exhibition at Burlington House: Maurice Greiffenhagen's picture, "Dawn," Douglas Gray's portrait "Rosalind," and Alfred Oakley's carved head in pear wood, "Malua." "Dawn," by Greiffenhagen, R. A., is a classical figure composition, slightly recalling Piero di Cosimo's "Death of Procris," in its horizontal linear design, but the strong modeling of the recumbent and two seated figures reconciles a modern grasp of form with the more formal, primitive composition. The grayness of the prevailing color scheme makes the picture a little aloof and cold, but it is not inappropriate in suggesting the chill at the break of day. Mr. Gray's "Rosalind" is a three-quarter length portrait of a young woman in rosé red, and the painting has unusual distinction in its soft harmony of color, fine surface quality and firm yet tender handling.

The Chantrey trustees have also purchased for the Nation the Derwent Wood's bronze bust of Bess Norris, the Australian miniature painter, which was exhibited in the Derwent Wood Memorial Exhibition at the Leicester Galleries. These works will be added in the course of the autumn to the permanent collection in the Tate Gallery, Millbank.

"The Ringer," Acted at Wyndham's, London

Special from Monitor Bureau

LONDON, May 14—At Wyndham's Theater, "The Ringer," a play in four acts by Edgar Wallace. The cast:

Central Detective-Inspector Bliss ..... Leslie Banks
Divisional Detective-Inspector Wembury, D.S.O. ..... Nigel Bruce
Col. Walford, C.B. ..... Eric Stanley
Samuel Hackitt ..... Gordon Harker
Maurice Meister ..... Franklin Dyall
Dr. Lomond ..... Leslie Faber
Cora Ann Milton ..... Dorothy Dickson
Mary Lenley ..... Betty Hicks
John Lenley ..... Henry Forbes
Station-Sergeant Carter ..... Arthur Stratton
Benny ..... Harry Raymond
Mrs. Hackitt ..... Naomi Jacob
P.C. Field ..... Frank J. Arlton
Detective-Constable Graves ..... Alban Blakelock
Detective-Constable Brown ..... Fred W. Ring
Detective-Constable Atkins ..... Robert Gilbert

The Ringer is a clever criminal with an amazing power of disguise. He has circulated a rumor that he is no more, which everybody but Scotland Yard is inclined to believe. He is in London to avenge a wrong done a relative by another criminal. How the Ringer achieves his vengeance and "gets away with it" is the gripping main story of the play.

A secondary story concerns Ringer's wife, who, at first in the dark as to his whereabouts, suddenly sees through his disguise. After that she works with him. Their plotting and planning and their sentimental interludes have to be carried on between the lines of their conversation, always ostensibly about something else. These scenes are well written, and the audience, half suspecting the truth, are ever on the alert.

The play is a good example of its sort and is acted by a strong cast. As Maurice Meister, the criminal solicitor, Franklin Dyall was powerful and convincing. Leslie Banks played a pugnacious and ruthless detective well. Nigel Bruce did much to keep the play together with a difficult, thankless, lustreless part. Gordon Harker gave a clever and amusing performance of a burgler temporarily out of work—and prison.

Leslie Faber conceals his identity in the part of Dr. Lomond, surely one of the best bits of character acting ever seen on the London stage. Leslie Faber not only acts with his features, make-up and voice, but physical movement falls into line with the type of personality he is representing—a type, be it understood, widely different from his own.

Dorothy Dickson played the Ringer's wife well, though her reading would stand a little more subtlety. Betty Hicks did all she had to do prettily and well, and Naomi Jacob gave a thumbnail sketch which had more to do with our entertainment than with the play itself. "The Ringer" can safely be recommended to those who go to the theater to be entertained and interested.

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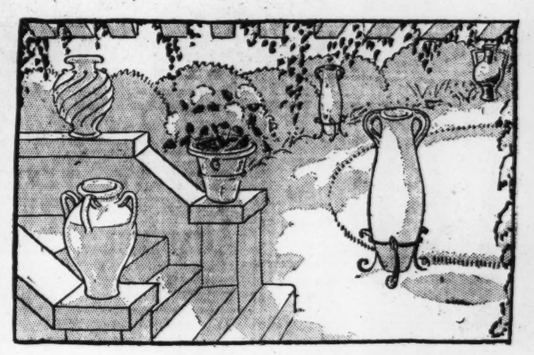
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Spanish and Italian Pottery for the Garden

Not only in a patio or loggia, but wherever one has a flight of steps, a court or terrace or bit of wall, the proper placing of garden jars and urns helps greatly to induce something of that classic feeling which makes the gardens of the Old World so enchanting. *Au Quatrieme's* terra cotta jars in the shapes so familiar in old Florentine gardens are especially charming for this purpose, and range from small flower pots to tall narrow-necked amphoræ, and great jardinieres with Renaissance decorations large enough for shrubs and trees. There are also delightful little classic columns with decorative urns. Pots of ivy or other trailing plants may be placed effectively in the narrow-necked amphoræ and oil jars.

The Spanish pottery is also extremely decorative in form, and the brilliant coloring and high glaze add much to its effectiveness. There are two and four handled jars and others without handles in graceful simple shapes, plain or with ridged designs of swirling spirals, and jardinieres in many sizes. Huge old oil jars about five feet in height are extremely fine. The colors include turquoise, lemon yellow, a strong chrome green, cobalt blue, yellow ochre, brown, and black, which is strikingly handsome in the brilliant glaze. Many of the jars gain in decorative effect by being placed in wrought iron stands.

Italian terra cotta jardinieres and amphorae, $8 to $35.

Glazed Spanish pottery, $15 to $125.

Wrought iron stands, $20 and $40.

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Women's Enterprises, Fashions and Activities

Bough Pottery

A Pottery Painting Studio in an Edinburgh Garden

London, Eng.
Special Correspondence

"BOUGH pottery is all painted with flower designs," Miss Elizabeth Amour told a representative of The Christian Science Monitor, "because the first studio was in a garden under a tree. That is the reason it is called 'Bough' Pottery, a name that often seems to puzzle people. The designs are made from wild and garden Scottish flowers, brambles and tulips, oakapples and crocuses. Our present studio is in a garden also—in Edinburgh, and in a garden it will always have to be, because the light is good and with the trees and flowers around us we can get the structure and color suggestions that we want for the designs."

As she spoke Miss Amour picked up a bowl and pointed to the careful drawing of a little twig projecting from the surrounding design of fruit.

"Look at that stem!" she exclaimed. "Many people put flower stems with fruit."

It Is Spontaneous and Natural

There is an out-of-door look about Bough pottery, a wonderful freshness and vigor. It is not trying to be original or "artistic," as so much of the craft work of today seems to be doing. It just blossoms into beauty like the flowers portrayed on it with such true feeling.

Delightfully natural as are the designs, there lies behind their spontaneity not only an unusual natural gift, but the best possible training, for Miss Amour studied at the Glasgow School of Art under Mr. Anning Bell, the celebrated stained glass window designer.

"He trained me up as a good designer, and I owe all I know to him," Miss Amour said with charming diffidence. But she was bound to admit that even the best training cannot make a designer.

And the colors? They too are quite simple, but rich and clear. An herbaceous border in full bloom might have formed the palette that supplied them. There is a beautiful deep warm blue bowl with a narrow band of greenish-blue on the outside and at the bottom of the bowl in a circle of white a design of purple grapes, green apples and red cherries. Here is another bowl with a delightful spray of fuchsia in shades of blue in place of the fruit. And there is a biscuit box also in blue with a band of bright green apples and blue leaves on a white ground at the top. Some of the loveliest decorative pieces are in a wonderful blue with a design of blue grapes.

Color Melodies With a Few Tones

"In this whole collection of pottery that you see," said Miss Amour, "only seven colors are used, but they are placed together in such a way as to give a very much wider range."

A decorative piece called "Queen's Gray," because H. R. H. Queen Mary bought some when it was exhibited for the first time in the south of England, is in a soft gray with a white peony as the chief theme of the design. In such pieces the flowers are conventionalized, whereas in the cottage pottery cups, platters, bowls and muffin dishes they are treated more naturally, save for the coloring in which no strict adherence to nature's schemes is made.

"People don't realize that because it is on a basis of cheap earthenware the pottery is suitable for the oven," said Miss Amour. "I have a studio in the Pentland Hills, and I use it there for everything including cooking, and it looks pretty on the table."

Found Her Field by Accident

Many women who are making good in some individual line seem to have discovered their special gift in an unpremeditated way. So it was with Miss Amour.

"I intended to be a portrait painter," she explained, "and I wanted some pretty pottery for my studio. The cheap things had such very ugly designs I got some quite common shapes in biscuit and decorated them for my own use. Then I saw that my pictures would not sell, but that the people who came to the studio were anxious to buy the pottery. So things got reversed, and instead of painting pictures I became a pottery painter.

"I use just the ordinary Scotch earthenware made in Fife. This little marmalade pot with a handle is an old Scotch mustard pot. They are, of course, not used as big as this now. And these oval dishes, which are really made for export for the natives of Senegal, I have painted and made into bulb bowls."

And charming bowls they were, with their designs of cherries or of autumn leaves.

"We have great difficulty in getting shapes that will suit our work," the speaker continued. "I want to find a woman potter who can make nice shapes and then I should like to amalgamate with her."

The "Bough" pottery studio is a family affair at present. After the war Miss Amour's two brothers and a sister joined the original designer in starting it.

"I make all the designs and paint the big ornamental pieces myself, and they paint the cottage pottery," she explained, "and we do all our own bookkeeping and packing."

Design the Secret of Success

Very busy they are, for from the first time when the pottery made its public appearance at the British Industries Fair in 1923, and even before that at other exhibitions, it has created a great deal of interest. This year at the same exhibition people expressed surprise that a pottery without a pedigree and no tradition should succeed as it does. But, as Miss Amour explains, it is simply selling on its design. She believes that if trade is not good with a potter it is because a good designer is not employed, and she thinks that if only a potter will put in a good designer he cannot keep his trade down.

Wins International Recognition

The 1923 exhibition introduced Bough pottery to many appreciative overseas buyers. One, a Dane, passing the stand to another section, stopped to admire and talk. Though not in the same line of business he advised Miss Armour to telephone to the agent of a noted American firm, saying, "Mention my name and tell him he must come to buy at once." She telephoned an the agent promised to come, but did not appear.

"So I thought I would just go to see him, and I bought a new hat for the occasion!" she said, smiling. "It gave me confidence!" And away she went in the new hat.

The agent came, saw and bought, and so did representatives from other firms from many distant parts, from Melbourne, Toronto, and from neighborly little Holland.

Of both French and Scottish extraction, for her grandfather was French and her grandmother from the Scottish Highlands, Miss Amour seems to combine the artistic talent of the one race with the business perspicacity of the other. But despite her commercial success, away up in the Pentlands, it is the artist in her that triumphs, for there she paints designs that find a place.



BOUGH POTTERY, PAINTED BY MISS ELIZABETH AMOUR
Articles Just Below Large Plate, Left to Right,—Jar With Anemone Design; Jug in Deep Blue With Blue Grapes; Octagonal Plate in Queen's Gray, With White Peony Design; Jar in Deep Blue, With Blue Grapes.

Cleaning Molds

Cake tins and molds are frequently very difficult to get clean after they have been used. A reliable method of thoroughly cleaning them is to mix a quantity of whiting and water to a smooth paste. This should be smeared well over the tin and then left to dry. Rub with a chamois leather or a very soft cloth and a beautiful polish will result. Any of the powder which sticks should be brushed off. If the tins are very soiled or greasy, rub them with powdered bath-brick mixed with water.

A Business Based on Specialized Knowledge

SEVEN years ago a stenographer working in an Omaha furniture store, and drawing a salary of $150 a month with no business worries or responsibilities, made a discovery which revolutionized her plans and her circumstances.

For a long time she had listened to customers talking over their problem of how and where to get fine curtains and draperies properly and safely laundered. There were laundries that were doing this class of work together with other laundering, but it was evident that it was not done satisfactorily, and delicate shades and freshness of appearance were too frequently things of the past when the goods were returned. For a long time Miss Nancy Morris considered this problem, gathered valuable data and systematically studied the fine texture of lace curtains and all drapery goods. She even established a small laboratory, where she experimented and tested until she knew a lot of things about fine fabrics and the effects of laundering that were not common knowledge.

The next step was to decide on an effective and profitable way of setting up a business for the washing of these special materials. When she had made her plans, she gave up her position in the store and took an old room in an out-of-the-way neighborhood and hung out her sign. On the day she opened her laundry she did not have a single customer. During the first year, however, Miss Morris succeeded in convincing a few people that she could launder their finest draperies and delicate materials, not only with safety but in a manner that preserved the freshness and surface texture of new material. At the end of the first year she discovered that the volume of business done was only $1500. But she had established the fact among a few women who were leaders in the city that she did know how to launder costly draperies and lace goods.

Amiability and Thoroughness Win

After six years Miss Morris still retains her first patron, and this fact is due largely to an ideal she set before herself as soon as she went into business, that of always satisfying the customer. True friends in business mean success. Miss Morris admits that there have been times when the effort to please has meant sacrifice and financial loss, but she steadily maintains that this policy is the backbone of her success.

Slowly but surely the business increased year by year until the original premises became too small and incommodious. Why not own her own plant, a really modern one, with everything needful to do a much greater volume of business? The desire materialized, and the new establishment, costing $25,000, has just been opened. Everything about this building proclaims feminine management.

Though the success of the business is such that it is not necessary for Miss Morris to remain in her office for eight hours a day, she still gives it as much personal attention as on the first day she started in business.

"You see," she explained, "I love my work. It is a part of my joy to have brought in a different drapery textile and to show just what can be accomplished. My laboratory work is a continuous course in specialized knowledge. There are new problems coming up all the time. Manufacturers are constantly changing fabrics in their drapery goods and new dyes are used. All this means I must keep posted or do damage unwittingly to work entrusted to me."

It is this quality of thoroughness that has won for this young woman a reputation that extends far beyond the confines of her own city. Today eastern factories seek her advice when contemplating a new line or a change in fabrics. They have proved that it is wise not to try to force a fabric on the trade that will not launder and still retain its lustre, and no one knowse more about the laundering of fine fabrics than Miss Nancy Morris of Omaha. All her cleaning is done with water, yet many times when her work has been hung alongside of dry-cleaned material it has defied experts to say which method has been used.

Swiss Recipe

Red Currant Jelly

Take an equal quantity of fruit and sugar. For every 2 pounds of fruit take a glass of water. Put the fruit and water in a saucepan and stew until the juice runs easily through a sieve. Put the sugar in another saucepan with the water (for each 2 pounds of sugar take a glass of water), place on the fire and leave until dissolved. Then put the hot juice with the hot liquid sugar and while it is still quite hot put out the fire and stir always in the same direction until the jelly can be seen forming on the edge of the saucepan. Put the jelly while still warm into glasses.

The fruit must be quite fresh to be made in this way and there will be much more jelly than if the jelly is brought to the boil, which must be done if the fruit is not fresh.

Purple Plum Conserve

Take nice large ripe purple plums, wash them and dry thoroughly, then put them in a large earthenware jar. Take some vinegar and heat it, then pour it over the fruit so that it is covered. (If the vinegar is too strong add some water to it before heating it.) Leave for 24 hours. Then pour the vinegar away and dry the plums by putting them on a sieve. Wash the jar and dry it very thoroughly, then put the dried fruit back again and put the sugar on the top. For 10 pounds of fruit take 3 pounds of sugar. Then close the jar hermetically with the parchment paper (see below).

Swiss Method for Closing Glasses

Cut parchment paper the size of the glasses. Put the paper in cold water, take some string and put into a saucepan with water and let it simmer for a few minutes. Cut pieces of strong white linen or calico (old material can be used if still quite strong), and put into cold water. Take your glass. First place the wet parchment paper and tie it with the hot string, then place the wet white material over it and tie also with the hot string. Leave in the open until the material is quite dry. In this way any glass can be used for sterilizing fruit.

Home-Made Library Paste

The uses for library paste are many and one often wishes to employ it freely. When bought at the stationer's it does not go far and it is expensive. Here is a way to make excellent library paste at home, that works as effectually and keeps as well as that bought.

Add to 1 cupful of white flour enough cold water to make a smooth paste that stirs easily. Pour this, a teaspoonful at a time, into a pint of boiling water, stirring constantly. When it is all in, if the mixture seems too thick, add more water. Then let it continue cooking for 5 or 10 minutes, stirring all the time, to prevent its settling and forming lumps.

Remove the kettle from the stove and add 8 drops of cinnamon oil and a heaping teaspoonful of salicylic acid. Beat these thoroughly into the hot paste. The acid is to keep the paste from spoiling. While it is still warm, but not hot, fill up an empty library paste bottle, if one is on hand, or use some other small glass or china receptacle having a tight cover. The remainder may be kept in a pint glass fruit jar, sealed tight, and taken out when needed.

The only difference between this paste and that bought is that this is note quite so white. If one cares about the color, one can use two-thirds flour and one-third laundry starch. It will not stick any better but it will look whiter.

This quantity will cost about what one would pay for a single small bottle or tube of library paste, but there will be about 20 times the amount contained in the bottle or tube.



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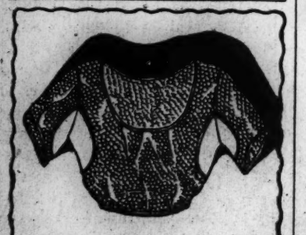


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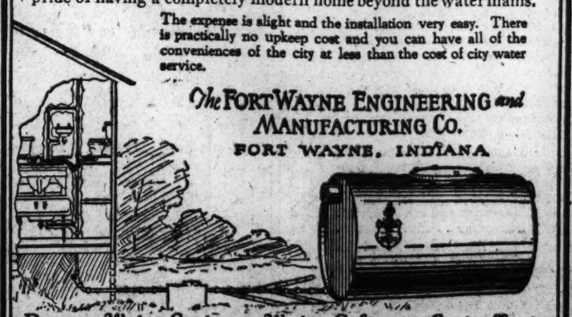
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Southern California Again Wins Intercollegiate A. A. A. A. Team Championship

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College	Points
Southern California	35½
Stanford	25½
Yale	23⅓
Harvard	20
Syracuse	17
California	16
Pennsylvania State	15
Cornell	12
Georgetown	10⅓
Pennsylvania	10
Princeton	8
Columbia	6⅓
Mass. Institute of Technology	6
Boston College	6
Swarthmore	3
Colgate	3
City College, N. Y.	1
Dartmouth	1
Holy Cross	1

When the college athletes assemble next year for the annual track and field championship meet of the Intercollegiate Association of Amateur Athletes of America they will have better marks to try for in four of the events which make up the program than did those of 1926 as the result of the work of three athletes who took part in the annual meet at the Harvard Stadium this year. Not only that, but the eastern colleges are going to have to develop some strong teams, if they are to prevent University of California from winning its third straight championship title.

This year, as last, the Trojans ran away with the team trophy and they improved on their 1925 showing as they scored 35½ points this year as against 33 last year. This is the fifth time in six years that a Pacific Coast college has taken the trophy.

One of the pleasing features of this years meet was the part taken by the former point-winners of the association in celebrating the fiftieth anniversary of the organization. Members of the Columbia University bicycle team of 1896 gave an exhibition of riding, while two of the veterans who had raced in the earlyy years of the association rode on high-wheel cycles. Maxwell W. Long, former Columbia star and present holder of the 440-yard straightaway dash record and Bernard J. Wefers, former intercollegiate and world's 100 and 220-yard champion, circled the track. The association also unfurled its new flag, the first the organization has ever had.

The new records which were made were in the 16-pound shot, throwing the discus, pole vault and running high jump. Capt. Clarence L. Houser '26 of Southern California accounted for two of them and both were made in the preliminaries. He registered a new mark of 49ft. 11¾in. for the shot, and 151ft. 3¾in. for the discus. Sabine W. Carr '28 of Yale was the maker of the new pole-vault record when he won the event at 13ft. 2in. L. S. Barnes '28, Southern California, who was the favorite for this event and a new record, could not do better than 12ft. 6in. The new high jump record went to Robert W. King '28 of Leland Stanford University when he did 6ft. 5¾in. This not only bettered the record of 6ft. 4⅝in. for these games made by L. T. Brown of Dartmouth in 1922, but it bettered the collegiate mark of 6ft. 5in., made by A. W. Richards of Cornell in 1917.

Two other records were bettered, but there is little chance of their being accepted at the annual meeting of the association next winter as both were made in runs and there was a strong breeze favoring the runners. Referee G. T. Kirby and the advisory board declined to accept them after they were made and there is not much chance of their decision being overruled. In the 220-yard dash Capt. Harry A. Russell '26 of Cornell won in 21s., 1-5s. better than the record which was made by Wefers in 1896 and tied by R. C. Craig, Michigan, in 1910 and D. A. Lippincott, Pennsylvania in 1913. K. D. Grumbles '26, Southern California, won the 220-yard low hurdles in 23.3s., which is .1s. better than the mark made by A. C. Kraenzlein of Pennsylvania in 1909 and equalled by J. I. Wendell of Wesleyan University in 1923.

One record was equalled when Captain Russell of Cornell won the 100-yard dash in 9.7s., which equalled the record made by J. A. LeConey of Lafayette College in 1922, but this, as in the case of the other runs, was not allowed.

There were two double-winners in the meet, Captain Houser of Southern California who took the shotput and discus and Captain Russell of Cornell who won the two dashes

100-Yard Dash—Semifinals

First Heat—Won by H. A. Russell '26, Cornell; B. M. Norton '26, Yale, second; J. F. Scull '28, Pennsylvania, third. Time—9.9s.

Second Heat—Won by A. H. Miller '27, Harvard; F. V. Hussey '28, Boston College, second; D. M. Charles '28, Colgate, third. Time—9.9s.

Final—Won by H. A. Russell '28, Cornell; B. M. Norton '26, Yale, second; A. H. Miller '27, Harvard, third; F. V. Hussey '28, Boston College, fourth; D. M. Charles '28, Colgate, fifth. Time—9.7s (equals record but not allowed).

220-Yard Dash—Semifinals

First Heat—Won by B. M. Norton '26, Yale; P. S. Barber '26, California, second; A. H. Miller '27, Harvard, third. Time—21.5s.

Second Heat—Won by H. A. Russell '26, Cornell; D. M. Charles '28, Colgate, second; R. B. Clark '26S, Yale, third. Time—21.4s.

Final Heat—Won by H. A. Russell '26, Cornell; R. B. Clark '26S, Yale, second; B. M. Norton '26, Yale, third; D. M. Charles '28, Colgate, fourth; P. S. Barber '26, California, fifth. Time—21s. (Betters former mark but not allowed.)

440-Yard Dash—Won by C. G. Cook '27, Syracuse; J. A. Burgess '27, Georgetown, second; Oliver Proudlock '27, Syracuse, third; H. C. Paulson '27S, Yale, fourth; F. A. Burns '27, Holy Cross, fifth. Time—48.8s.

880-Yard Run—Won by J. N. Watters '26, Harvard; F. H. McCloskey '27, Boston College, second; Pinkus Sober '26, City College, third, G. J. Lenness '26, Technology, fourth; W. H. Richardson '26, Stanford, fifth. Time—1m. 55.8s.

One-Mile Run—Won by E. C. Haggerty '27, Harvard; L. H. Schwobeda '27, California, second; John Thoebald '26, Columbia, third; J. H. Stewart '27, Pennsylvania State, fourth; R. R. Fouracre '27, Pennsylvania State, fifth. Time—4m. 24s.

Two-Mile Run—Won by W. L. Tibbetts '26, Harvard; J. G. Loucks '27, Syracuse, second; William Schmidt '26, Columbia, third; C. R. Payne '27, Pennsylvania, fourth; M. L. Smith '27, Yale, fifth. Time—9m. 27.8s.

120-YARD HURDLES—Semifinals

First Heat—Won by C. C. West '27, Stanford; L. W. Dye '26, Southern California, second; R. E. Stever '26, Southern California, third; R. G. Hass '26, Georgetown, fourth. Time—14.9s.

Second Heat—Won by J. P. Murphy '26, Boston College, third; C. H. Moore '26, Pennsylvania State, second; C. F. Reynolds '28, Southern California, third; A. W. Ragan '27, California, fourth. Time—14.9s.

Final Heat—Won by L. W. Dye '26, Southern California; C. C. West '27, Stanford, second; C. H. Moore '26, Pennsylvania State, third; C. F. Reynolds '28, Southern California, fourth. Time—14.7s.

220-YARD HURDLES—Semifinals

First Heat—Won by K. D. Grumbles '26, Southern California; C. C. West, Stanford '27, second; H. W. Cole '26, Yale, third; C. H. Moore '26, Pennsylvania State, fourth. Time—23.9s.

Second Heat—Won by R. E. Wolf '27, Pennsylvania; H. G. Steinbrenner '27, Massachusetts Institute of Technology, second; A. N. Lawrence '27, Princeton, third; H. W. Bullard '26, Yale, fourth. Time—24s.

Heat for Third and Fourth Men—Won by C. H. Moore '26, Pennsylvania State. Time—24s.

Final—Won by K. D. Grumbles '26, Southern California; R. E. Wolf '27, Pennsylvania, second; H. G. Steinbrenner '27, Massachusetts Institute of Technology, third; C. C. West '27, Stanford, fourth; C. H. Moore '26, Pennsylvania State, fifth. Time—23.4s. (Breaks record but not allowed.)

Running High Jump—Won by R. W. King '28, Stanford, 6ft. 5¾in. (new record); T. A. Work '27, Stanford, and H. J. Coggeshall '28, Southern California, tied for second, 6ft. 3½in.; O. L. Hampton '27, California, fourth, 6ft. 2¾in.; P. J. Wright '27, Columbia and E. L. Norton, Georgetown, tied for fifth, 6ft. 1in.

Running Broad Jump—Won by W. A. Dowding '27, Georgetown, 23ft. 1½in.; T. A. Mathias '27, Pennsylvania State, second, 23ft. 2⅝in.; E. J. Dikeman '27, Princeton, third, 22ft. 10¼in.; C. F. Reynolds '28, Southern California, fourth, 22ft. 7¼in.; A. A. Bates '28, Pennsylvania State, fifth, 22ft. 6⅞in.

Pole Vault—Won by S. W. Carr '28, Yale, 13ft. 2in. (new record); L. S. Barnes '28, Southern California, second, 12ft. 6in.; F. B. Clark '28, Harvard, N. B. Durfee '26, Yale, and S. R. Bradley '27, Princeton, tied for third, 12ft.

16-Pound Shotput—Won by C. L. Houser '26, Southern California, 49ft. 11¾in.; (new record); E. G. Gerkin '27, California, second, 49ft. 1⅝in.; C. P. Hoffman '27, Stanford, third, 47ft. 9½in.; J. J. Aleksi '27, Southern California, fourth, 46ft. ¾in.; E. L. Norton '26, Georgetown, fifth, 43ft. 11¾in.

16-Pound Hammer—Won by C. S. Biggs '26, Syracuse, 161ft. 96in.; G. L. Taylor '27, Pennsylvania, second, 148ft. 10¼in.; M. M. Ide '27, Pennsylvania State, third, 147ft. 9in.; W. J. Wenzel '27, Cornell, fourth, 147ft. 6¼in.; F. E. Glantzberg '27, Massachusetts Institute of Technology, fifth, 147ft. 1¼in.

Discus Throw—Won by C. L. Houser '26, Southern California, 151ft. 3⅜in.; E. G. Gerken '27, California, second, 139ft. 3½in.; A. G. Baker '28, Swarthmore, third, 137ft. 11in.; C. B. Hoffman '27, Stanford, fourth, 136ft. 7½in.; L. L. Phillips '28, California, fifth, 135ft. 6¼in.

Javelin Throw—Won by C. V. Harlow '26, Stanford, 195ft. 3in.; H. M. Davison '27, Yale, second, 194ft. 2½in.; R. M. Gibson '26, Princeton, third, 183ft. 6½in.; A. J. Cook '26, Southern California, fourth, 178ft. 5in.; R. J. Covert '27, Dartmouth, fifth, 176ft. 9½in.

IOWA NINE OUTRUNS CHICAGO BY 18 TO 6

Special from Monitor Bureau

CHICAGO, June 1—University of Iowa won its second straight victory after eight defeats when it outran University of Chicago, 18 to 6, in a "Big Ten" game here yesterday. Twelve Maroon errors were combined with 15 Iowa hits to make the baselines a running path for the Hawkeyes. W. R. Mackind '27, started in the box for Chicago, but was replaced early by T. O. Zimmerman '28. The Maroons gathered 21 hits from the delivery of M. G. Adams '27, who, however, got very good support. The score by innings:

Innings	1	2	3	4	5	6	7	8	9	R	H	E
Iowa	1	3	0	2	7	0	2	3	0	18	15	3
Chicago	0	0	1	2	0	1	1	1	0	6	21	2

Batteries—Adams and Miller; Mackind, Zimmerman and Webster.

CLUBS PLAY TO TIE

NEW YORK, June 1—Boston and Indiana Flooring played to a 2-to-2 tie in the first game of the American Soccer League double-header at New York Oval. Millar opened for Indiana, 10 minutes from the start, following a free kick by Gallagher 25 yards out. The home team held the lead until five minutes from half-time when Fleming equalized on Blair's pass.

MICHIGAN WINS "BIG TEN" MEET

Defends Track Title Won in 1925 With 54 7-10 Points —Three Records Set

INTERCOLLEGIATE CONFERENCE TRACK AND FIELD CHAMPIONSHIP STANDING

	Points
University of Michigan	54 7-10
University of Illinois	46 9-20
University of Iowa	41 19-20
Ohio State University	29½
University of Wisconsin	25 7-10
University of Minnesota	13½
Indiana University	12½
Northwestern University	9 7-20
University of Chicago	6½
Purdue University	0

IOWA CITY, Ia., June 1 (Special)—For the third time in four years and the twelfth time in 19 years, University of Michigan reigns as outdoor track and field champion of the Intercollegiate Conference Athletic Association. The Wolverines defended the title, won last year at Columbus, O., by compiling a total of 54 7-10 points in the twenty-sixth annual meet held here, scoring in 10 of the 16 events. Three new Conference records were established, two of them by Michigan athletes.

Two extra gold medals for record breaking were awarded to P. M. Northrop '27, all-around Michigan star, for twice bettering, on successive days, the Conference mark for the javelin throw. His new standard is 207.64ft. This improved his performance of the preliminary day of 205ft. 9in., which in turn bettered his own mark of 201ft. 9½in. set a year ago. Northrop also tied for first in the pole vault at 12ft. 9¼in., and placed third in the running broad jump at 23ft. 3in. He earned a total of 12½ points for leading individual honors.

In the 16-pound shotput, the toss of 47ft. ½in. by D. R. Lyons '28 of Illinois, went for a new Conference record, though it is less than the mark announced at Columbus, O., last year for H. H. Schwarze '28 of Wisconsin. Maj. J. L. Griffith, Conference commissioner, announced that the athletic directors in meeting here decided not to allow Schwarze's standard of 48ft. 1¼in. because it was made in extra trials after the competition closed. The Lyons mark is better by ¼in. than the standard set for the Conference by Ralph Rose of Michigan in 1904.

Second team place in the meet was decided by the one-mile relay, the final event on the program. Michigan won a finishing leap, defeating the Wisconein team. Illinois was third, earning second place in the meet. The time was 3m. 19.9s., making a new Conference record.

100-Yard Dash—G. B. Hester and V. B. Leschinsky, Michigan, tied for first place; W. A. Gruenhagen, Minnesota, third; E. A. Kelly, Michigan, fourth; R. E. Grimm, Ohio State, fifth. Time—10.2s.

220-Yard Dash—Won by V. B. Leschinsky, Michigan; W. A. Gruenhagen, Minnesota, second; R. E. Grimm, Ohio State, third; O. T. Roberts, Iowa, fourth; J. H. Everingham, fifth. Time—22s.

440-Yard Dash—Won by K. R. Kennedy, Wisconsin; P. E. Schock, Illinois, second; W. T. Swenson, Iowa, third; N. P. Feinsinger, Michigan, fourth; W. R. Stephenson, Indiana, fifth. Time—49.1s.

880-Yard Dash—Won by W. A. Caine, Indiana; J. F. Settig, Illinois, second; J. S. Garbry, Northwestern, third; J. J. Cusack, Chicago, fourth; J. R. Erickson, Wisconsin, 1m. 56.2s.

One-Mile Run—Won by D. T. Rue, Illinois; A. O. Martin, Northwestern; second; W. A. Elliott, Iowa, third; E. J. McIlwee, Illinois, fourth; J. D. Swisher, Ohio State, fifth. Time—4m. 26s.

Two-Mile Run—Won by V. J. Chapman, Wisconsin; R. H. Rose, Indiana, second; J. P. Zola, Wisconsin, third; L. E. Hunn, Iowa, fourth; V. Hubbard, Minnesota, fifth. Time—14.9s.

One-Mile Relay—Won by University of Michigan (I. L. Munger, F. L. Schneider, W. H. Herrnstein and N. P. Feinsinger); University of Wisconsin, second; University of Illinois, third; University of Indiana, fourth; University of Minnesota, fifth. Time—3m. 19.9s. (New Conference Record.)

120-Yard High Hurdles—Won by G. P. Guthrie, Ohio State; C. D. Werner, Illinois, second; F. J. Cuhel, Iowa, third; E. J. Beatty, Iowa, fourth; F. W. Just, Minnesota, fifth. Time—10.9s.

220 Yard Low Hurdles—Won by F. J. Cuhel, Iowa; L. P. Irwin, Ohio State, second; G. P. Guthrie, Ohio State, third; C. D. Werner, Illinois, fourth; E. J. Beatty, Iowa, fifth. Time—23.9s.

Running High Jump—Tied for first and second, A. B. Burg, Chicago, and C. W. Anson, Ohio State, 6ft. 2⅞in.; tied for third and fourth, C. E. McGinnis, Wisconsin, and F. W. Just, Minnesota, 6ft. 1⅞in.; tied for fifth, R. S. Wilson, Indiana, A. C. Meislahn, Illinois, F. N. Rettig, Northwestern, and D. O. Thomas, Iowa 5ft. 11½in.

Running Broad Jump—Won by C. W. Anson, Ohio State, 23ft. 8¾in.; W. H. Wallace, Illinois, second, 23ft. 7½in.; P. M. Northrop, third, Michigan, 23ft. 3in.; G. P. Guthrie, Ohio State, fourth, 22ft. 8¼in.; J. V. Simon, Illinois, fifth, 22ft. 1in.

Pole Vault—Tied for first and second, X. P. Boyle, Iowa, and P. M. Northrop, Michigan, 12ft. 9¼in.; tied for third, fourth and fifth, W. A. Droegmueller, Northwestern, J. C. Mullen, Iowa, E. C. White, Illinois, Percy Prout, Michigan, and C. E. McGinnis, Wisconsin, 12ft. 6in.

16-Pound Shot Put—Won by D. R. Lyons, Illinois, 47ft. ½in. (new Conference record); R. G. Dauber, Iowa, second, 45ft. 10in.; E. W. Nelson, Iowa, third, 45ft. 6¾in.; C. J. Munz, Michigan, fourth, 44ft. 7¾in.; A. C. Bagge, Northwestern, 43ft. 4½in.

16-Pound Hammer Throw—Won by Harry Hawkins, Michigan, 151.32ft.; E. W. Nelson, second, Iowa, 137.95ft.; B. A. Shively, third, Illinois, 136.23ft.; E. J. Bales, Illinois, fourth, 130.40 ft.; Stephen Gabalac, Ohio State, 129.61 ft.

Discus Throw—Won by R. F. Doyle, Michigan, 138.72ft.; C. J. Munz, Michigan, 130.15ft.; D. R. Lyons, Illinois, 130ft.; C. T. Mau, Iowa, 129.95ft.; E. W. Nelson, Iowa, 127.32ft.

Javelin Throw—Won by P. M. Northrop, Michigan, 207.64 ft. (new Conference record); R. L. Kreuz, Wisconsin, second, 193.04ft.; F. J. Stuttle, Illinois, third, 187.84ft.; L. M. Palmer, Michigan, fourth, 182.80ft.; G. A. McKinnon, Minnesota, fifth, 180ft.

FRANCE DEFEATED BY UNITED STATES

International Tennis Match Goes to Americans, 8 to 3

PARIS, June 1 (AP)—Vincent Richards evened up for his defeat at the hands of J. Rene Lacoste in New York in February, when he met the Frenchman on his own grounds Saturday, and after a memorable three-set battle, came out the winner, 7—5, 4—6, 8—6. His victory was the last event of the Franco-American mixed team tournament, on the courts of the Racing Club, and made the final score eight for the United States and three for France.

The American players made a clean sweep of the four matches played the last day. Miss Helen N. Wills won from Mme. Rene Matthieu, 6—3, 6—4. Howard O. Kinsey defeated the redoubtable Paul Feret, who the day before conquered Richards by the score of 6—4, 5—7, 6—4. Miss Elizabeth M. Ryan, paired with Miss Mary K. Browne, easily disposed of Mlle. Cousin and Mlle. Charnelet, 6—4, 6—2.

The United States was leading 4 to 3 at the end of the second day in the international team competition, but the Americans received a big surprise in the defeat of Richards, by Feret, 6—3, 4—6, 16—14. The young Yonkers player fought doggedly, forcing his opponent to 30 games in the last set, which was one of the most stubborn battles in recent tennis history.

Miss Wills and Richards had little difficulty in defeating the French team of Mlle. Bourgeois and Lacoste, 6—4, 6—3. As was expected, Lacoste and Jacques Brugnon defeated Richards and Kinsey. Mrs. J. B. Jessup, after a hard match, won from Mlle. Descleros of France, 6—1, 2—6, 6—3.

There was a hard match in the mixed doubles, which Miss Ryan and Kinsey took from Mme. Lesbesmerais and Brugnon, 9—7, 7—5. Miss Ryan seemed at her best when paired with her fellow Californian.

FERRIS WINS LONDON MARATHON

LONDON, June 1 (AP)—The annual Marathon race from inside the grounds of Windsor Castle to Stamford Bridge, a distance of 25 miles 385 yards, was won by H. Ferris, representative of the air force, who also won the event last year. His time was 2h. 42m. 24⅘s. A. Mills of the Polytechnic Club, three times winner of the event, was second, his time being 2h. 46m. 11⅘s. H. Maleedy of the Pilkington Club, whose time was 2h. 51m. 50s., was third. Viscount Lascelles started the 58 competitors.

GIANTS BARELY LOSE VICTORY

NEW YORK, June 1—A penalty in the last minute of play deprived the New York Giants of victory in their American Soccer League match with the J. & P. Coats eleven of Pawtucket at New York Oval Sunday afternoon, and the contest ended in a 3-to-3 tie. At half-time the rival teams were tied 1 to 1. Then Pawtucket took the lead for a brief period, after which the Giants scored two goals.

HOUSE ELECTED CAPTAIN

Before leaving Boston after winning the Intercollegiate A. A. A. A. track and field team championship title of 1926, the University of Southern California elected Edgar L. House '27 track squad captain for next year. He finished fourth in the 100 and 220-yard dashes in the Pacific Coast Conference championship meet, but failed to score in the I. C. A. A. A.

BROWN ELECTS MEYERS

PROVIDENCE, R. I., June 1—Harold R. Meyers '27, veteran hurdler, has been elected captain of the Brown University track team for 1927. Previous to entering Brown, while competing for Brooklyn High School, Meyers won the national junior indoor high hurdles championship.

COLLEGE BASEBALL MONDAY

Harvard 7, Brown 5.
Dartmouth 9, Vermont 0.
Middlebury 5, Norwich 4.
Ohio State 4, Wooster 3.
Iowa 18, Chicago 0.

PITTSBURGH IS 'AFTER THE LEAD

Champions Have Progressed Slowly From Last to Third Place

NATIONAL LEAGUE

	Won	Lost	P.C.
Cincinnati	29	15	.659
Chicago	23	17	.575
Pittsburgh	23	18	.561
Brooklyn	21	19	.525
St. Louis	23	24	.489
New York	20	22	.476
Philadelphia	16	24	.400
Boston	12	27	.308

RESULTS SATURDAY

New York 3, Boston 2.
Boston 3, New York 2.
Philadelphia 3, Brooklyn 2.
Pittsburgh 9, Chicago 7.
Cincinnati 3, St. Louis 1.

RESULTS SUNDAY

Brooklyn 8, Boston 2.
Pittsburgh 4, Cincinnati 3.
St. Louis 5, Chicago 2.
Other clubs not scheduled.

RESULTS MONDAY

New York 12, Philadelphia 1.
Cincinnati 7, Pittsburgh 2.
Pittsburgh 9, Cincinnati 5.
St. Louis 5, Chicago 3.
Chicago 8, St. Louis 7.
Boston at Brooklyn (postponed).

The moving up from fourth to third place by Pittsburgh and the recovery of the New York Giants from their bad slump which caused them to fall well down into the second division were the features of the past week's play in the National League. The Giants had the best winning record of any of the National clubs last week with five victories and only two defeats and Pittsburgh with the exception of Cincinnati was the only other club to win a majority of its week's games with five victories in nine starts. The Reds also won five and lost four and maintained a margin of four games over Chicago in second place.

There were no changes in the league standing from a week ago with the exception of Pittsburgh's move from fourth to third place which was accomplished mainly because of the very bad slump of the Brooklyn Superbas. Brooklyn, however, recovered a little during the latter part of the week and managed to win three of its eight games. The other clubs maintained about a .500 rating, Chicago winning three and losing five, St. Louis winning five and losing five, Philadelphia winning three and losing three, and Boston winning two and losing three.

Cincinnati's pitching corp which has aroused the attention of baseball fans for some seasons past is still maintaining its winning caliber. Although hit harder than usual during the past week, the pitchers have been strong in the pinches and with a strong fielding and hitting club behind them look as though they could maintain the pace. Pittsburgh, generally picked as the pennant winner has moved up slowly but surely from last place to its present position in third place and is now ready to give the Reds the struggle that fans have been expecting. Comparing the Cincinnati and Pittsburgh clubs is more or less illogical at this time. The Reds have one of the best if not the best pitching staff in the league, and is stronger than Pittsburgh in this particular phase. Pittsburgh's offensive, however, is considered the most powerful in the league and its fielding is almost perfection itself now. At least, the way things look at present fans are going to witness a fine contest for the National League pennant.

New York's recovery from its slump is due mainly to pitching. Jackson's absence from the shortstop position is keenly felt by McGraw's team. Farrell is covering the position well but of course is not on a par with the Giant's versatile regular. The contest for second place in the league between Pittsburgh and Chicago at present holds the attention of fans. Chicago's brilliant hitting and fielding has been a feature of the season but it does not possess the steady pitching of a pennant winner and its ability to stay ahead of Pittsburgh is questioned.

The series between Cincinnati which started May 30, has given fans a chance to compare the considered pennant contenders for the first time. The series will close today. At present Pittsburgh has the edge with two victories and one defeat and the game today will give Cincinnati the chance to even up the count in the first series between the two. The completion of this series will be the signal for the opening of another interesting series between Pittsburgh and Chicago. This should settle the issue for second place temporarily at least.

New York National Guard Riflemen Win

By the Associated Press

Bisley, Eng., June 1

THE New York National Guard riflemen won the Vincent Shield today, defeating the Queen's Westminster and Civil Service Rifles by 1700 to 1601 points.

At the 1000-yard range today the Americans scored 546 points to 504 for the Queen's Westminsters.

On the aggregate of the four ranges during the meet the Americans defeated their opponents by 99 points.

Only the best six men's scores on each side counted in the competition.

TORONTO DEFEATS YALE AT LACROSSE

Special from Monitor Bureau

NEW YORK, June 1—University of Toronto defeated Yale University in their international intercollegiate soccer game here by a score of 8 to 6. The contest was more one-sided than the score indicates as Toronto was not forced to play its hardest. The Canadians scored the first goal and with the exception of a few minutes when the score was tied at 1-all, the visitors held the lead. The summary:

TORONTO		YALE
Carroll, 1st a		1st d, Root
Smart, 2d a		
	2d d, Hoague, Stevens, Spear, Gage	
Graham, 3d a		3d d, Withington
Hall, c		c, Field
Blair, 3d d		1st a, Lynch, Stevens
Sparks, 2d d		2d a, Keller
McNeil, 1st a		3d a, Hannah
Beatty, cp		oh, Grene, McKee
Doucette, p		ih, Nelson, Lynch
Douglas, oh		cp, Roby, Allare
S. Wallace, ih		p, W. Wallace
McVitty, g		g, Reid

Score—University of Toronto 8, Yale University 6. Goals—S. Wallace 3, Graham 2, Douglas 2, Smart for Toronto; Withington 2, Stevens 2, Lynch, Greene for Yale. Referee—Mr. Pritts, Montclair A. C. Time—Two 30-minute periods.

COLLEGE BASEBALL SATURDAY

Harvard 5, Princeton 2.
Yale 6, Georgetown 2.
Tufts 3, Boston College 2.
Middlebury 3, Springfield 2 (12 innings).
New Hampshire 3, Williams 1.
Pennsylvania 13, Syracuse 5.
Worcester P. I. 6, Clark 2.
Holy Cross 2, Colgate 0.
Brown 3, Dartmouth 1.
Columbia 5, Cornell 2.
Connecticut State 7, Maine 3.
Vermont 3, Mass. Aggies 0.
Muhlenberg 4, Lehigh 3 (10 innings).
Clarkson 6, Rochester 1.
West Point 6, Annapolis 5.
Fordham 17, Rutgers 4.
Penn State 6, Marietta 2.
Bates 7, Colby 2.

RAIN STOPS "BIG TEN" GAME

EVANSTON, Ill., June 1 (Special)—Rain stopped the "Big Ten" baseball game here yesterday between Northwestern University and University of Minnesota. Only three visiting batters had stepped to the plate. The score was 0 to 0. There will not be a playoff. The game was the last on the local team's schedule.

MRS. MALLORY WINS

CHISWICK, Eng., June 1 (AP)—Mrs. F. I. Mallory, United States tennis star, won the Middlesex singles championship by defeating Miss Gwendolyne Sterry in the finals, here, 6—3, 1—6, 6—1.

MINNEAPOLIS BUYS CATCHER

MINNEAPOLIS, Minn., June 1 (AP)—Clyde L. Sukeforth, catcher from the Cincinnati Nationals, has been bought by the Minneapolis Association Club. He will join the Millers at Milwaukee Saturday.

NAVY DIVIDES WITH HARVARD

Annapolis Varsity Wins by Three Lengths

United States Naval Academy and Harvard University crews divided honors in the quadrangular varsity and the triangular freshman races, respectively, on the Charles River Saturday. The big Navy varsity eight, favored to win over Harvard, Cornell University and Massachusetts Institute of Technology, won handily, by a margin of over three lengths with Harvard second, Cornell third and Tech fourth. The Crimson freshman won by an even greater margin over the Navy yearlings and the Cornell freshmen were close to seven lengths behind Navy.

Three postponements waiting for suitable conditions brought the freshman start to seven o'clock in the evening. The first-year race was a great one from the spectators' viewpoint with Harvard shooting through the water at a 32 stroke, while Navy struggled valiantly to keep up with a 36 to 40 stroke, but all in vain for the Crimson youngsters gradually pulled away without any great effort. Cornell was lost early in the race and fell behind steadily. The times were 10m. 25s. for Harvard, 10 35s. for Navy and 10m. 55s. for Cornell.

The varsity race was delayed until 8 o'clock and racing conditions were far smoother than in the 1919 battle. The surprise of the varsity encounter was Cornell. Right from the start Navy and Cornell took the race in hand and for nearly a mile and a quarter Cornell kept its prow in advance of Navy, meeting challenge for challenge with Harvard third and Tech fourth. From then on however, Cornell weakened and Navy went on alone. The Crimson slowly drew up to and finally passed Cornell for second place, three lengths behind Navy and a length ahead of Cornell. Tech was three lengths behind Harvard; but the Engineers had their regular boat swamped last week and were using a substitute shell which handicapped their progress. The varsity time: Navy 9m. 36s.; Harvard 9m. 48s.; Cornell, 9m. 52s.; Tech, 9m. 58s.

ENGLAND ELIMINATES SPAIN

ROME, June 1 (AP)—The English Davis Cup tennis team eliminated Italy in the third round of the European zone competition, when G. N. Turnbull defeated Serventi, 3—6, 6—1, 6—1, 6—2. De Morpurgo, in the final singles match, which did not change the team result, was leading J. D. B. Wheatley, England, 6—2, 6—3, 3—2, when Wheatley retired. England captured the doubles when George Crole-Rees and C. H. Kingsley defeated the Italian pair, Baron de Morpurgo and Signor Serventi, 3—6, 6—8, 6—3, 6—4, 6—3.

TWENTY-THREE YACHTS RACE

MARBLEHEAD, Mass., June 1 (Special)—Twenty-three yachts took part in an informal race held by the Corinthian Yacht Club yesterday, it being the first racing event of the yachting season at this port. Six of the yachts which raced were new boats, three being of the R Class and the other three of the new Marblehead one-design 18½-foot class.

West Point Winner of Baseball Game

Cadets Also Capture Dual Track and Field Meet

ANNAPOLIS, Md., June 1—Coming from behind in one of the most exciting games of baseball the two service schools have played, the United States Military Academy defeated the United States Naval Academy on Lawrence Field in their annual championship game of 1926, 6 to 5 in 10 innings.

J. C. Timberlake '26 started to pitch for the Army; but the Navy batsmen found him for two singles and a home run which, coupled with a base on balls and a hit batsman, gave them five runs in the first inning and he was succeeded by J. W. Stribling Jr. '28 who held Annapolis runless. Army scored two runs in its half of the first, one in the second and another in the sixth and then tied the game by scoring in the ninth and won in the tenth on singles by W. W. Browning '28 and C. Z. Byrd '27, the former scoring on a wild throw to first base. The score by innings:

Innings:	1	2	3	4	5	6	7	8	9	10	R	H	E
West Point	2	1	0	0	0	1	0	0	1	1	6	8	2
Annapolis	5	0	0	0	0	0	0	0	0	0	5	9	10

Batteries—Timberlake, Stribling and Heiser; Myers and Haerlin. Umpires—Wilson and Emslie.

HARVARD FRESHMAN WIN

NEW HAVEN, Conn., May 30 (Special Correspondence)—The Harvard freshman tennis team defeated the Yale 1929 team by a score of 6 to 3 here Saturday in their annual match. Throughout the singles Yale held the visitors even, winning three of the six matches, but in the doubles Harvard swept through undefeated, winning three points for a total of six.

FASCE TO UMPIRE IN EASTERN

PITTSFIELD, Mass., June 1 (AP)—Charles Fasce of Pittsfield, former Syracuse University basketball captain, has been appointed by acting president D. J. Haylon as an umpire in the Eastern League, succeeding William Summers, who has been granted a leave of absence. Fasce will begin his duties today at New Haven, teamed with John Stafford.

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CLUBS LINE UP FOR REAL RACE

New York, Philadelphia, and Washington Are Ready for First Place Struggle

AMERICAN LEAGUE

	Won	Lost	P.C.
New York	21	12	.721
Philadelphia	27	20	.574
Washington	24	20	.545
Detroit	23	21	.535
Chicago	24	22	.522
Cleveland	22	22	.500
St. Louis	14	30	.418
Boston	12	30	.286

RESULTS SATURDAY

Washington 4, Boston 2.
Philadelphia 7, New York 6 (10 innings).
Detroit 2, Chicago 1.
St. Louis5, Cleveland 4.

RESULTS SUNDAY

New York 9, Philadelphia 3.
Washington 4, Boston 3 (11 innings).
St. Louis 3, Cleveland 1.
Chicago 6, Detroit 3.

RESULTS MONDAY

Boston 2, Philadelphia 0.
Philadelphia 8, Boston 2.
Chicago 3, Cleveland 1.
Cleveland 5, Chicago 4 (12 innings).
Detroit 10, St. Louis 7.
St. Louis 9, Detroit 7.
Washington at New York (postponed).

The recovery of Washington from its slump places three teams, Philadelphia, Washington and New York, in readiness for a real struggle for first place. The clean sweep of the three-game series by Philadelphia against New York should be convincing proof that the Athletics are after the pennant this year in earnest and that the Yankees, although secure at present in first place with a lead of six full games, are in no position to let up in their victorious march which has enabled them to build up so strong a margin. Today, Washington and New York meet, bringing together the other two considered contenders for the pennant. The ability to defeat Philadelphia almost continually during the last two years has kept Washington well in the running, but the champions' inability to win a majority of their games against the Athletics this year has caused the Senators to fall below the Athletics in the standing. The clubs are now lined up for battle, New York, first; Philadelphia, second, and Washington, third. And it is going to be a merry struggle that will hold the interest of fans to the end of the season. At least that is the general consensus of opinion.

Athletics Do Best

Philadelphia, like Pittsburgh in the National League, has risen from last place. It had the best winning record of the past week with seven victories in 10 starts while the yankees won five out of eight. Washington after losing four straight games recovered to win three out of seven for the week and move back from fourth into third place. The St. Louis Browns, the club that had failed to win two straight games until last week, won six and lost two, and moved out of last place in favor of the Boston Red Sox who in their turn continued to slump with one victory in eight starts.

Cleveland's slump during which time it has won only two of its last nine games has caused it to fall from second place to sixth in one week. The clubs are so close from second to sixth place that a slight let-up in the play of any team may cause it to fall three or four places easily.

The return of Gerber to shortstop, Robertson to third base, Rice to the outfield and Sisler to first base, means that St. Louis should continue to move up in the standing. The Browns are making a late start but it is not too late. For the first time this season the team is all together with the prospects of staying that way.

Chicago Holds Fifth

The Chicago White Sox will undoubtedly be a strong contender for all clubs throughout the season and should make a place for themselves in the first division. They maintained a .500 per cent rating last week with four victories and four defeats and also maintained their last week's position in fifth place. The White Sox have maneuvered considerably from the first to the second division and back since the season opened due to the ups and downs of the pitching. The fielding is the best in the league and Collins has placed Hunniwell at shortstop with the return of Kamm to third base with success in increasing the speed of the infield, which was fast before. Hunniwell's work at third base and his hitting won him a place somewhere in the lineup and his speed counts for much in the fast Collins' aggregation.

Detroit won five and lost four last week, and moved from sixth to fourth place. The heavy hitting outfield of the Tigers is just getting into top form and from now on will give the New York club a run for hitting honors. Hitting alone will not win a pennant for Detroit, but it may keep it in the first division and prove an obstacle to the pennant aspirations of some other club.

HARVARD DEFEATS PRINCETON NINE

HARVARD-YALE-PRINCETON BASEBALL

	Won	Lost	P.C.
Harvard	1	1	.500
Princeton	1	1	.500
Yale	0	0	.000

PRINCETON, N. J., June 1—Showing a decided reversal in form over that of the first game of the series at Boston two weeks ago, the Harvard varsity baseball team evened its series with Princeton here when the Crimson defeated the Tigers in their second contest 5 to 0.

J. N. Barbee '28, started pitching for Harvard as was the case at Boston; but he was in far different form allowing the Orange and Black only seven scattered hits during the game and giving only one base on balls. He was also given faultless support by his team mates, while Princeton had four errors.

F. B. Goeltz '26 started pitching for Princeton and was found for eight hits in seven innings, including two two-base hits and a home run by H. L. DeRham '27. The fielding feature of the game was a catch by W. B. Jones '28, right fielder for Harvard. Only one Princeton man got as far as third base in the entire game. Princeton won the first game 16 to 5. The score:

Innings—	1	2	3	4	5	6	7	8	9	R	H	E
Harvard	0	2	1	0	0	0	1	0	1	5	8	0
Princeton	0	0	0	0	0	0	0	0	0	0	7	4

Batteries — Barbee and DeRham; Goeltz, Kellogg and Lewis. Umpires—Sullivan and Freeman. Time—2h. 10m.

SELIGSON WINS TITLE

Julius Seligson of Columbia Grammar School, New York, won the Harvard interscholastic lawn tennis championship title of 1926 on the courts at Divinity Fields, Cambridge, yesterday, by defeating H. L. Johnson of Loomis School, in the final round, 6—0, 6—2, 6—3. Phillips Exeter Academy won the team championship with 13 points. Loomis School was second with 12 and Columbia Grammar third with 10.

MOVE TO ENTER I. C. A. A. A. A.

IOWA CITY, Ia., June 1 (AP)—Leading middle West universities outside the Western Conference, barred from competing in the "Big Ten" meet, plan to enter the A. A. A. A. Intercollegiate meet next year, Knute K. Rockne, director of athletics at Notre Dame University, said here that he would send his track athletes to the Eastern meet. Other colleges, including Butler University, probably will take similar action.

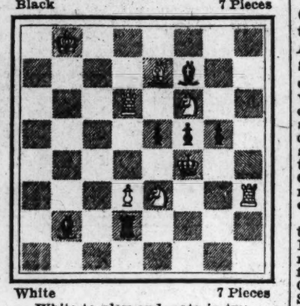
CHESS

by Guy M. Bullit

PROBLEM NO. 787

By F. W. Jordan,
Shawnee-on-Delaware, Pa.
Original: Composed especially for The Christian Science Monitor.

Black 7 Pieces



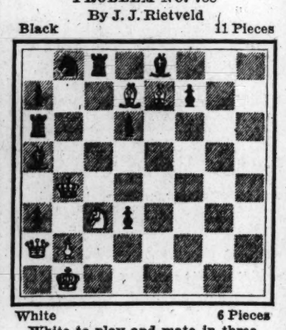
White 7 Pieces

White to play and mate in two

PROBLEM NO. 788

By J. J. Rietveld

Black 11 Pieces



White 6 Pieces

White to play and mate in three

SOLUTIONS TO PROBLEMS

No. 785. Kt(B6)-Kt4

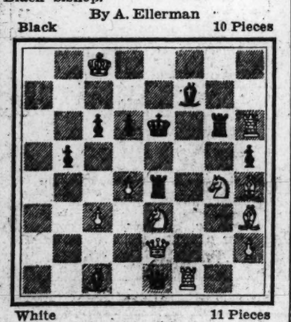
No. 786. 1. Q-KB6 Kt-Q4
2. PxKtch
1. ——— KxKt
2. B-K8
1. ——— R-B7
2. R-Q5ch
Prob. Comp. H. Moller } Q-Q

PROBLEM COMPOSITION

Showing a subjective interference of the two Black rooks that might also be classified as an objective of the Black bishop.

By A. Ellerman

Black 10 Pieces



White 11 Pieces

White to play and mate in two

NOTES

The final standing in the New York Metropolitan League, won by the Manhattan C. C., was as follows:

Manhattan	9	Second Ave.	4½
Marshall	8	Staten Is.	3
Hungarian	6½	N. Y. Univ.	2
City Col.	5½	Columbia U.	1
Stuyvesant	4½	Philidor	1
	—0		—4½
	—1		—6
	—3½		—7
	—3½		—8
	—4½		—8

The seventh annual printing telegraph match between the Bell Telephone Laboratories of New York and the Western Electric Company's plant at Hawthorne, Chicago, was won by the former, 6½—3½. The score to date now stands: New York 4, Chicago 1, drawn 2. The summary:

NEW YORK		CHICAGO	
1 D. G. Grimley	0	J. Shallcross	1
2 F. A. Voos*	1	J. M. Stahr	0
3 R. L. Demsey	0	J. M. Juran	1
4 H. Whitehorn	1	M. J. E. Golay	0
5 H. T. Reeve	½	C. Rasmussen	½
6 C. F. Sacia	1	F. Asplund	0
7 H. M. Stoller	1	B. A. Eliason	0
8 H. D. Cahill	1	J. Grosvenor	0
9 H. A. Quarles	½	P. Newman	½
10 G. H. Heydt	½	H. Brandner	½
Total	6½	Total	3½

The Hallgarten brilliancy prize in the Manhattan C. C. tourney went to G. Maroczy for his game against Norwood.

The British Chess Magazine states that the International Chess Federation, which meets at Budapest in July, contemplates some action bearing on world's championship matches. When the federation can show a strong financial report, it will go a long way toward solving this much-debated question, and it behooves every possible club to enter its support.

A Bohemian Award

The Prager Presse, edited by Dr. Z. D. Mach, announced the following winners of a three-move problem tourney (122 entries). First, C. Kainer, Lukovecek; second, J. J. Rietveld, Holland; third, J. Cvik, Ostrava; fourth, O. Wurzburg, U. S. A.; fifth, M. Havel, Bohemia; sixth, Dr. F. Rduch, Rumania.

From Moscow:

ZUKERTORT OPENING

Saemisch White	Capablanca Black	Saemisch White	Capablanca Black
1 Kt-KB3	Kt-KB3	16 Kt-Kt	Kt-K4
2 P-QB4	P-K3	17 B-KB4	Castles
3 P-Q4	P-Q4	18 BxKt	BxB
4 Kt-B3	P-B3	19 QKt-Q2	BxKtP
5 P-K3	QKt-Q2	20 QR-Kt	B-B6
6 B-Q3	P-QR3	21 Kt-B4	P-QR4
7 Castles	PxBP	22 P-K5	Kt-Q2
8 BxP	P-QKt4	23 BxPch	KxB
9 B-Q3	P-B4	24 Q-Q3ch	K-Kt
10 Q-K2	B-Kt2	25 QxKt	QxKt
11 R-Q	Q-B2	26 QxB	P-R5
12 P-R4	PxP	27 Kt-Q2	QxP
13 KtxQP	B-B4	28 Kt-B3	Q-K7
14 Kt-Kt3	B-Q3	Resigns(a)	
15 P-KR3	P-Kt5		

(a) The two passed pawns cannot be overcome.

Honors Are Divided in Henley Regatta

Undine Barge Club Is Chief Winner in the Various Club Events

PHILADELPHIA, Pa., June 1 (Special)—Rowing honors in the twenty-second annual regatta of the American Rowing Association on the Schuylkill River were fairly well divided, except in the club events in which the Undine Barge Club of this city won five times out of as many starts. Collegiate honors were nicely distributed with University of Pennsylvania, Syracuse University, Princeton University, Yale University and Columbia University crews each winning a race. More than 25,000 persons enjoyed the races.

In the varsity eight-oared race for the Stewards' Challenge Cup, Coach Fred W. Spuhn's Pennsylvania eight, recent winners of the Childs Cup, defeated Joseph Wright's Penn Athletic Club crew by a third of a length with Syracuse University, last, three lengths back of the club oarsmen. There was only four-fifths of a second difference between the first two crews at the finish. Pennsylvania's time was 7m. 5 1-5s.

While Syracuse failed to be a factor in the varsity race, its junior varsity eight, practically rowed away from a field of four, including Princeton, Pennsylvania and Columbia, the Orange eight having three lengths to spare over Princeton.

Pennsylvania rowing followers saw their 150-pound crew lose a hard race to Princeton by one length. This was the first time a Red and Blue lightweight eight has ever been defeated. The United States Naval Academy rallied to take third place from Yale and Columbia managed to crowd Harvard back into last position. Princeton covered the Henley course in 7m. 32s.

Columbia's freshman eight-oared crew that had previously won from Yale, Pennsylvania twice, and Massachusetts Institute of Technology, kept its record clean by defeating Pennsylvania again. This time the margin was 2½ lengths.

Harvard gave Yale a stern battle in the third varsity eights, but was defeated by 1½ lengths, with Pennsylvania three lengths behind.

Union Boat Club of Boston could not keep pace with the Bachelors Barge Club of this city, in the special eight-oared shell race, and lost by six lengths, Penn Athletic Club holding its crew out for the varsity race later.

John Crooks, also of the Union Boat Club, finished last in the first single sculls, which was won by W. M. Hoover, United States champion who also stroked the Undine Barge Club first four sculls to a victory. The summary:

Second Single Sculls—Won by R. H. Agnew, Undine; Kenneth Myers, Pennsylvania Barge, second; Chester Turner, Penn Athletic Club, third. Time—8m. 40s.

St. Paul's Challenge Cup Race for University of Pennsylvania Eight-Oared Crews—Won by Halcyon Club; second, Isthmian Club. Time—7m. 39s.

First Singles Sculls—Won by W. M. Hoover, Undine; P. V. Costello, Penn A. C., second; W. E. Garrett-Gilmore, Bachelors, fourth. Time—8m. 36 4-5s.

Special Interclub Eight-Oared Shells—Won by Bachelors (bow, John Galbraith; No. 2, Henry Welsford; No. 3, Howard Teaf; No. 4, Edward Wheeler; No. 5, Robert Gerhardt; No. 6, Frank Hensel; No. 7, Sidney Jellinek; stroke, Edward Mitchell; coxswain, Jack Kennedy). Second, Union Boat Club of Boston. Time—7m. 23⅘s.

College Freshmen Eight-Oared Shells—Won by Columbia; Pennsylvania, second. Time—7m. 18s.

Interscholastic Eight-Oared Shells—Won by Huntington Preparatory School, Princeton; Devitt Preparatory School, Washington, second; St. Joseph's Preparatory School, third. Time—8m. 39s.

Third Varsity Collegiate Eight-Oared Shells—Won by Yale University; Harvard University, second. Time—7m. 20⅘s.

First Four-Oared Sculls—Won by Pennsylvania Barge Club; Bachelors' Barge Club, second. Time—8m. 7⅘s.

150-Pound Collegiate Eight-Oared Crew—Won by Princeton University; Pennsylvania, second; United States Naval Academy third. Time—7m. 32s.

Junior Varsity Eight-Oared Shells—Won by Syracuse; Princeton, second; Pennsylvania, third. Time—7m. 16⅘s.

First Eight-Oared Shells—Won by University of Pennsylvania; Penn Athletic Club, second; Syracuse University, third. Time—7m. 5⅕s.

FOURSOMES GIVE HARVARD MATCH, 5-4

NYAAT, R. I., June 1—The Harvard varsity golf team defeated that of Yale University here in their annual match by a score of 5 to 4 as a result of winning three singles and two foursomes on the course of the Rhode Island Country Club.

The singles matches were settled quite decidedly, but the foursomes were featured by closeness; Joseph Morrill Jr. '28 and J. A. Hutchinson '28 of Harvard were carried to an extra hole to win 1 up. Capt. Frank E. Wattles Jr. '26 and George H. Flinn Jr. '26 of Yale won their match on the home green. The summary:

Singles

Capt. E. S. Stimpson '27, Harvard, defeated Capt. F. E. Wattles Jr. '26, Yale, 5 and 3.

Dwight Barnum '27, Harvard, defeated G. A. Flinn Jr. '26, Yale, 4 and 3.

Paul Haviland '27, Yale, defeated Joseph Morrill Jr. '28, Harvard, 4 and 3.

L. R. Parker '28, Yale, defeated J. A. Hutchinson '28, Harvard, 4 and 3.

C. F. Stoddard '26, Yale, defeated A. R. Parker Jr. '26, Harvard, 7 and 5.

Richard Keene '26, Harvard, defeated W. K. Lanman Jr. '28, Yale, 7 and 6.

Doubles

Capt. F. E. Wattles Jr. '26 and G. A. Flinn Jr. '26, Yale, defeated Capt. E. S. Stimpson '27 and Dwight Barnum '27, Harvard, 1 up.

Joseph Morrill Jr. '28 and J. A. Hutchinson '28, Harvard, defeated Paul Haviland '27 and L. R. Parker '28, Yale, 1 up (19 holes).

L. R. Parker '28 and E. D. Cole '27, Harvard, defeated C. F. Stoddard '26 and W. K. Lanman Jr. 28, Yale, 4 and 2.

FORTY-SIX YACHTS IN RACE

RIVERSIDE, Conn., June 1—The first open regatta of the Long Island Sound season was sailed off Great Captain's Island Saturday under the auspices of the Riverside Yacht Club and drew a fine fleet of 46 yachts to compete for the prizes offered. A feature of the race was the victory in the New York Yacht Club 30-foot class of former Commodore J. P. Morgan's Phryne, which, after a bad start, led 11 sloops of this noted class to the finish line, defeating R. L. Amberg's Silhouette by almost four minutes over an 11-mile triangular course.

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PENNSYLVANIA IS AGAIN THE WINNER

Defeats Princeton and Columbia for Childs Cup

FORMER CHILDS CUP WINNERS

Year	Winner	Place
1879	Pennsylvania	Schuylkill
1880	Columbia	Schuylkill
1881	Princeton	Schuylkill
1882	Pennsylvania	Schuylkill
1883	Pennsylvania	Schuylkill
1884	Pennsylvania	Schuylkill
1885	Cornell	Schuylkill
1889	Cornell	Schuylkill
1912	Columbia	Carnegie Lake
1914	Columbia	Schuylkill
1915	Princeton	Carnegie Lake
1916	Princeton	Schuylkill
1918	Pennsylvania	Carnegie Lake
1919	Pennsylvania	Carnegie Lake
1920	Navy	Schuylkill
1921	Columbia	Harlem
1922	Princeton	Carnegie Lake
1923	Columbia	Schuylkill
1924	Pennsylvania	Schuylkill
1925	Pennsylvania	Harlem

PRINCETON, N. J., June 1 (AP)—University of Pennsylvania's fine varsity crew swept to an impressive triumph over the crews of Princeton and Columbia universities in the Childs Cup regatta on Lake Carnegie. The Red and Blue oarsmen defeated Princeton by four lengths in a mile and three-quarters dash. Columbia trailed several lengths behind the Tigers.

It was the third successive victory for the Quaker eight in this historic rowing classic and the ninth since its inception in 1879.

Richard A. Glendon's Columbia freshmen won the event for first-year crews by a scant two feet from Princeton, with Pennsylvania 3½ lengths astern.

The varsity race was a Pennsylvania parade from the start. The Quaker eight opened up with a 40-beat stroke, sustained it until open water showed between its stern and the Princeton bow and then settled down to a powerful, steady pull until 100 yards from the finish, when Capt. D. M. Irminger called upon his Red and Blue crew to increase to 40. At this pace the Pennsylvania shell shot by the final flag with three lengths of open water showing between its shell and the struggling Tiger eight. The time was 9m. 45s.

The race between the first freshmen crews produced the real competition of the regatta, with Columbia and Princeton playing the leading rôles. Pennsylvania took the lead and held it throughout the first mile, although the three shells drove by the mile flag with less than a quarter of a boat length separating them.

Then Columbia started its winning spurt. Slowly the Glendon eight pulled up, passed Princeton and then Penn. The latter crew began to tire and steadily it dropped back. But the plucky Princeton first-year boat dogged Columbia's path and only a last-minute push gave Columbia the victory by less than a yard. The time was 9m. 55s.

Hakoah Wins From New York Giants, 2-1

NEW YORK, June 1—In the last game to be played by the Hakoah soccer team in this city, the visiting players defeated the New York Giants by a score of 2 to 1. A crowd of 30,000 spectators watched the game which was hard fought and full of some fine playing.

The Giants were the first to score in the first half, but the Hakoah players showed great speed and soon evened the count at 1-all. In the second period Hakoah scored 20 minutes after the start.

Easton scored the only goal for the Giants five minutes after the start and 10 minutes later Schoenfeld, center forward, evened the score for the visitors, and Eisenhofer scored the winning goal. The summary:

HAKOAH		GIANTS
Schwarz, ol		or, Duggan
Eisenhofer, il		ir, Easton
Schoenfeld, c		c, Brown
Haeusler, ir		il, Hosie, Bremner
Neufeld, or		ol, Straden
Pollak, lhb		rhb, Burnett
Guthnan, chb		chb, Parkes
Hess, rhb		lhb, McKinney
Gold, lb		rb, Kelly, Reynolds
Scheuer, rb		lb, Moorehouse
Fabian, g		g, Geudert

Score—Hakoah Soccer Club 2, New York Giants 1. Goals — Schoenfeld, Eisenhofer, for Hakoah; Easton, for New York. Referee—C. E. Creighton. Time—Two 45-minute periods.

BETHLEHEM HELD TO TIE

BETHLEHEM, Penn., June 1—Playing listless ball until pressed, the Bethlehem Steel F. C. was forced to share the points in the closing American Soccer League game here with J. & P. Coats. The final score was 2 goals each.

NEW BEDFORD WINS, 2 TO 1

NEW BEDFORD, June 1—New Bedford, winners of the Lewis Cup in the American Soccer League Cup tie series, defeated Fall River champions of the American League this year, 2 to 1.

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ARNOLD
GLOVE-GRIP SHOES

Illinois Captures All Tennis Honors

Win Singles and Doubles in Western Conference Title Play

Special from Monitor Bureau

CHICAGO, June 1—The 1926 Intercollegiate Conference tennis championships in both singles and doubles have been won by the University of Illinois. T. F. O'Connell '28, Illinois, is the new champion in singles, and with E. A. Shoaff '27 won the doubles title.

O'Connell won the final match for the title from Herman Shapinsky '28, University of Chicago, after four hard sets, 6—3, 7—5, 4—6, 6—4. The Chicago sophomore was the surprise of the tournament. He was not considered in the advance figuring, but displayed a powerful game to emerge from the field and enter the final round.

Shapinsky and O'Connell staged a terrific battle for the championship. The Illinois star's experience in tournament play was the deciding factor, although Shapinsky's sound strokes from the back court and his smashing from the net very nearly turned the tide after he had taken the third set of the match from the Illinois star.

Both players strove constantly to get to the net from which vantage point they volleyed with accuracy and speed. Shapinsky's lack of court tactics, due to his inexperience in tournament play, was all that kept him from beating O'Connell, who tired rapidly under the steady barrage of placements from the racket of the Chicago youth. The match by points and stroke analysis:

FIRST SET

O'Connell .....2 4 4 4 2 4 2 4 4—30—6
Shapinsky .....4 1 2 1 4 2 4 0 1—19—3

SECOND SET

O'Connell .4 4 1 1 4 4 2 2 4 0 5 6—37—7
Shapinsky .0 1 4 4 2 2 4 4 1 4 3 4—33—5

THIRD SET

O'Connell .....2 4 4 4 1 5 1 4 0 6—31—6
Shapinsky .....4 1 1 2 4 3 4 0 4 4—27—4

FOURTH SET

O'Connell .....4 4 4 3 2 4 4 2 4 4—35—6
Shapinsky .....0 2 0 5 4 6 2 4 1 1—25—4

FIRST SET

	N.	O.	P.	D.	F.	A.
O'Connell	5	4	6	1	0	
Shapinsky	10	9	9	3	0	

SECOND SET

O'Connell	8	11	11	1	0
Shapinsky	6	16	11	1	0

THIRD SET

O'Connell	10	7	14	1	0
Shapinsky	4	10	10	0	0

FOURTH SET

O'Connell	5	13	11	0	1
Shapinsky	9	11	5	1	0

O'Connell and Shoaff won the doubles title from L. F. Boldenweck '28 and S. R. Durand '26 of Wisconsin in straight sets, 6—4, 8—6, 7—5. The Wisconsin pair made a hard fight, but the Illinois team had the edge in teamwork, taking the net at every opportunity and volleying for frequent placements. Shoaff carried most of the burden of play for the Illini, as O'Connell was worn out from his morning and afternoon play in the singles.

INTERSCHOLASTIC CONFERENCE TENNIS SINGLES—

Semifinal Round

T. F. O'Connell, Illinois, defeated E. A. Shoaff, Illinois, 5—7, 6—2, 6—4.

Herman Shapinsky, Chicago, defeated L. F. Boldenweck, Wisconsin, 7—5, 8—6.

Final Round

T. F. O'Connell, Illinois, defeated Herman Shapinsky, Chicago, 6—3, 7—5, 5—7, 6—4.

DOUBLES—Final Round

T. F. O'Connell and E. A. Shoaff, Illinois, defeated L. F. Boldenweck and S. R. Durand, Wisconsin, 6—4, 8—6, 7—5.

HAKOAH LEAVES FOR VIENNA TOMORROW

NEW YORK, June 1 (AP)—Hakoah soccer players, completing an American invasion which has developed record interest in the booting game, announce their intention to return here for a more extended tour.

The Vienna athletes closed their series of international contests with leading teams of the East yesterday at Philadelphia by defeating the Philadelphia F. C., 3 goals to 0. Tonight they will be banqueted on the eve of their departure for Europe. The summary:

HAKOAH		PHILADELPHIA
Schwarts, ol		or, Neely
Eisenhofer, il		ir, Turner
Schoenfeld, c		c, G. Graham
Wortman, ir		il, A. Graham
Neufeld, or		ol, Florie
Pollak, lh		rh, Morris
Drucker, ch		ch, Kelly
Hess, rh		lh, Duffy
Gold, lb		rb, Davis
Scheurer, rb		lb, Hunter
Fabian, g		g, Kucklich

Score—Hakoah Soccer Club 3, Philadelphia Field Club 0. Schoenfeld 3, for Hakoah. Referee—Scott. Time—Two 45m. periods.

ANNAPOLIS WINS LACROSSE GAME

Defeats West Point in Their Annual Contest, 3 to 2

WEST POINT, N. Y., June 1—The United States Naval Academy may have lost to the United States Military Academy at baseball and track this spring; but its lacrosse team came through victorious over the Cadets in their annual contest for the third straight year winning by a score of 3 to 2.

Navy owes its victory to better passing and handling of the sticks. It also had a very smooth-working attack which the Cadets were unable to stop, although the Army showed greater defensive strength in the second half than in the first.

West Point opened the scoring early in the first half when S. E. Prudhomme shot a pretty goal on a pass from H. E. Wilson. Kenneth Craig soon tied the score for Navy after D. G. Albertson had brought the ball down close to Army's net. A few minutes later the latter scored on a pass from J. L. Hull. With only a few minutes of the first half left, Smith picked up the ball from a scrimmage in front of the Army goal and gave the Soldiers the point which finally won the game.

The only scoring in the second half was a goal by Prudhomme early in the period. The summary:

ANNAPOLIS		WEST POINT
Albertson, 1st a		1st d, Born
Sutherland, Clark, 2d a		2d d, Trapnell
Walden, Smith, Brockman, 3d a		3d d, Holly
Lucier, c		c, Dean, Saunders, Munson
Flippin, 3d d		1st a, Prudhomme
Hughes, 2d d		2d a, Simonton
Bernet, 1st d		3d d, Baxter
Williamson, cp		oh, O'Donnell, Donald
Cross, p		ih, Wilson
Craig, Smith, Linaweaver, Ready, oh		cp, Daly
Hull, ih		p, Anderson
Gozze, g		g, Lewis

Score—United States Naval Academy 3, United States Military Academy 2. Goals—Craig, Albertson, Smith for Navy; Prudhomme 2 for Army. Referee—Mr. Ross. Time—Two 30m. periods.

HARVARD DEFEATS YALE NET TEAM, 8-1

Harvard's varsity and second varsity tennis teams defeated those of Yale University on Divinity courts, Cambridge, by scores of 8 to 1 and 7 to 2, Saturday. The only Yale varsity victory was in the doubles when A. E. Barker '28 and W. M. Reed '28 defeated T. E. Jansen '26 and A. R. Allen '26.

The match between Capt. J. F. W. Whitbeck '27 of Harvard and Capt. Charles Watson 3d '27 of Yale featured, Whitbeck winning by a score of 8—6, 8—6. The only three-set match was in the victory of L. O. Pratt '26 of Harvard over Reed of Yale, 6—2, 2—6, 7—5. The doubles feature was between Captain Whitbeck and L. H. Gordon '27 of Harvard and Captain Watson and T. B. McGlinn '27 of Yale, the Crimson pair winning, 6—4, 4—6, 6—3. The whole second team will receive a Minor sport "H" for its victory over Yale and a fine season record. The varsity team lost only one match throughout the season.

SINGLES

Capt. J. F. W. Whitbeck '27, Harvard, defeated Capt. Charles Watson 3d '27, Yale, 8—6, 8—6.

G. H. Perkins '26, Harvard, defeated T. B. McGlinn '27, Yale, 6—4, 8—6.

L. H. Gordon '27, Harvard, defeated K. V. Jackson '27, Yale, 6—4, 6—4.

P. M. Lenhart '27, Harvard, defeated F. F. Symington '26, Yale, 6—3, 6—4.

L. O. Pratt '26, Harvard, defeated W. M. Reed '28, Yale, 6—2, 2—6, 7—5.

W. T. Smith '26, Harvard, defeated J. M. White '26, Yale, 6—1, 6—2.

DOUBLES

Capt. J. F. W. Whitbeck '27, and L. H. Gordon '27, Harvard, defeated Capt. Charles Watson 3d '27 and T. B. McGlinn '27, Yale, 6—4, 4—6, 6—3.

P. M. Lenhart '27 and W. T. Smith '26, Harvard, defeated K. V. Jackson '27 and F. F. Symington '26, Yale, 6—3, 6—2.

W. M. Reed '28 and A. E. Barker '28, Yale, defeated T. E. Jansen '26 and A. R. Allen '26, Harvard, 6—1, 6—0.



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Old Hickory is built of strong, sturdy, selected hickory saplings, protected by Nature against the elements. It not only outlasts any other kind of outdoor furniture, but its distinctive appearance is coupled with unequalled comfort and moderate prices.

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Old Hickory Furniture Co.
Martinsville, Indiana

British Walker Cup Golf Team Selected

By the Associated Press

St. Andrews, Scotland, June 1

THE British Walker Cup team, which will oppose the United States team here tomorrow, was announced today as follows: Roger H. Wethered, Sir Ernest W. E. Holderness, Cyril J. H. Tolley, A. Jamieson Jr., Maj. C. O. Hezlet, Robert Harris, Hon. W. G. Brownlow and E. F. Storey.

A. F. Simpson, who was defeated in the finals for the amateur championships at Muirfield by Jess W. Sweetser on Saturday, and W. A. Murray were dropped from the original 10 selected by the British committee as candidates for the team.

The pairings for the Walker Cup matches also were officially announced by the Royal and Ancient Golf Club this afternoon. Tomorrow's two-ball foursomes will be as follows: Francis D. Ouimet and Jesse P. Guilford vs. R. H. Wethered and Sir E. W. E. Holderness; Jess W. Sweetser and George Von Elm vs. Robert Harris and Maj. C. O. Hezlet; Robert T. Jones Jr. and Watts Gunn vs. C. J. H. Tolley and A. Jamieson Jr.; Capt. R. A. Gardner and R. R. Mackenzie vs. E. F. Storey and W. G. Brownlow.

Thursday's singles will be as follows: Jones vs. Tolley; Sweetser vs. Holderness; Ouimet vs. Wethered; Von Elm vs. Hezlet; Guilford vs. Harris; Gunn vs. Brownlow; Mackenzie vs. Storey, and Gardner vs. Jamieson.

LOCKHART VICTOR ON WET SPEEDWAY

Wins 400-Mile Auto Race at Indianapolis

INDIANAPOLIS, June 1 (AP)—A youthful driver from Los Angeles won $40,000 and the speed crown of the racing world on the Indianapolis motor speedway yesterday.

Frank Lockhart, driving his first major race, piloted his little white-colored racer to victory in the motor classic, cut to 400 miles because of a downpour of rain. The event, scheduled for 500 miles, was ended when rain-laden clouds suddenly gathered and soaked the track, making any further attempt to continue too perilous.

Lockhart, stopping only once during the race, and driving the entire 400 miles without relief, sent his little car over the two and a half-mile course in 4hr. 13m. 37.78s., an average of 94.63 miles an hour. He finished five miles in front of Harry Hartz, a Los Angeles rival, who was flagged in second place. Clifford Woodbury, Chicagoan, was third, about a mile behind Hartz.

Fred Comer, another Los Angeles entry, was fourth.

Peter De Paolo, the smiling young Italian, winner of the 1925 classic, was fifth, nearly 17 miles behind the winner. De Paolo, however, was driving at remarkable speed at the time the race was ended, gaining steadily on the leaders, and might have improved his position if the race had gone the limit.

Lockhart drove a masterly race, handling his car with the skill of a De Palma, and except for a few seconds clung to the lead after he once took possession of it.

ABBOTT AND WELD WIN

George E. Abbott and Walter Weld won the Massachusetts States doubles tennis championship title at the Newton Center Squash Tennis Club courts, Saturday, 6—4, 3—6, 6—3, 6—3.

the James Stropper

Don't blame your blades

EVERY blade—even a new one—needs stropping before every shave. And now for the first time you can sharpen safety razor blades.

The James Stropper actually polishes and frictions the original factory bevel of your blade. No skill needed.



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"A Rare Vacation,"
Says Arthur Brisbane, Highest Paid Newspaper Editor in the World

Scores of famous people spend the summer months in Southern California. See what Brisbane says about the weather. Learn what you can do in this great sportland to have the best vacation you have ever known.

ARTHUR BRISBANE writes to millions through his newspaper editorials every day. This is what he says about Southern California as a summer vacation land:

"Southern California may wear her laurels the year 'round for she is just as attractive in summer as in winter. Think of an entire summer with AN AVERAGE MEAN TEMPERATURE OF 69 DEGREES (U. S. Weather Bureau figures for the past 50 years). Do you want a summer trip of a different and enchanting kind? Then try one here. Here you have an absolutely perfect climate all the year 'round, never too hot, never enervating, never cold. *Until you have seen California* you cannot say that you really know this country."

It is a fact. There is no other land like it—no other travel-land, or sport-land, or just plain "lazy" land compares with Southern California.

Be certain here that whatever fun you plan, you can *enjoy*, for no rain comes, even in a short vacation, to cancel good times just when every moment counts.

There is golf, tennis, boating, hiking, fishing, bathing—all of it in a wonder setting of mountains and sea with breeze-cooled sunshine to make whatever you do a vital pleasure and a new experience.

Perhaps you want the fun of camping under great old trees beside some mountain stream. Perhaps you will enjoy a visit to some old Spanish Mission, or a long, easy motor tour through ever-changing vistas of orchards and fields and quaint old towns. Perhaps it is packing into a desert wilderness where you may not meet anyone for weeks—*that* will bring you a new thrill. Or possibly you want a touch of the gay cosmopolitan life of a city of more than a million people with its round of theatres and dances, and its unique restaurants where you may see scores of famous people that you read about and are known to be partial to

RADIO

BRITISH RADIO TRADE ACTIVE

Continent Seems to Prefer Goods of English Manufacture

By LEONARD F. PLUGGE

Special from Monitor Bureau

LONDON—The wireless industry is probably the industry which is more likely than any other to develop by means of export trade. All keen business men are alive to the advantages of advertising, and no other industry is more closely allied to self-advertisement than is radio. The ether has no frontiers, and consequently in the radio world listeners of any one country are put in touch with what is happening in the radio field of the neighboring countries.

The wireless industry is concerned almost entirely with reception, but reception is closely allied to transmission, and if any one country is able to show its neighbors that its transmissions are pure and that its programs are good—if, in fact, it can in any general way draw the attention of the radio fans of the neighboring countries to its activities and achievements in the radio field, this will have a strong and direct bearing on the trade in wireless goods for reception which are produced in that country.

England is placed in an excellent position with regard to this type of advertisement, as England was the first country in Europe to have a radiocasting service in the real meaning of the term, that is to say, a service with a great number of stations transmitting regular programs entirely devoted to entertainment and education. This exceptionally efficient service has been maintained in England for the last two years.

Daventry High-Power Station

Countries like France, Holland, Belgium and Spain are well situated, as are also Germany, and even some of the more eastern countries of Europe, to listen to British programs, and the establishment of the Daventry high-power station has carried the English spoken word from England still farther afield. This fact has undoubtedly been instrumental in spreading in other European countries a knowledge of and interest in British enterprise with regard to radio, and it has had no small bearing on the progress of the increase of export of British radio goods to these countries.

It has been my privilege lately to visit most of the European countries, and I have spent some considerable time in analyzing the question of the state of the radio trade on the Continent. Although looking at the problem from many angles, I paid special attention to the possibilities of markets for British goods. Everywhere I traveled, I noticed the same outstanding feature—the very good name that British components had gained. Amateurs everywhere seem to think that as long as they use British parts, they cannot possibly make a mistake in their hook-up. Even if there is a question of difference of price between one instrument or set of instruments and any others, it is always understood that the British parts are the best, although as a rule most costly.

Sweden as a Market

At one time Germany held the lead, but there is a marked tendency toward British wireless goods now. Probably no other country in Europe is more suitable as a market for British wireless goods than Sweden is today. American parts are filtering in and will get a strong foothold in the future unless British manufacturers get busy. In Belgium and France, where the rate of exchange was exceedingly unfavorable for the purchase of British goods, the sale and the market was consequently much reduced. But here again, even in France, which is itself a great manufacturing country for radio goods, I found that it was only the high prices that were holding back the would-be purchasers of British goods.

British Loudspeakers

There is one British component against which there seems to be no competition in Europe, and that is the loudspeaker. In every country of Europe that I was privileged to visit, I noticed that the British loudspeaker was foremost everywhere; it was rare to see a set capable of giving loudspeaker reception strength that was not equipped with a British standard loudspeaker.

In Spain, for instance, where there is an exceptional demand for expensive receiving apparatus, I could discover only one make of loudspeaker manufactured in the country, and even the Spaniards did not think much of it. All the loudspeakers were British, except just a few locally made, and this same remark applies to Sweden, but I would like to draw my readers' attention to an exception which must be made when mentioning France.

A French Development

France, for some reason or other, has been able to produce loudspeakers, and very good ones indeed; in fact it is to France that we owe the development of the bornless loudspeaker which has made so much progress among amateurs within the last two or three years. But somelast two or three years.

The strongest competitors against British radio goods on the continent of Europe are the Americans. At present, American components are slowly but surely gaining a foothold in the radio market of Europe, but as the American firms did not begin their campaign in many cases until some considerable time after the British manufacturer had established his claim, it may take them some time still before they get level, if indeed they ever do.

One of the components for the manufacture of which the British seem to hold first place is the thermionic valve. Of course competition abroad for valves is considerable. There is, for instance, an important factory in Holland which supplies a tremendous number of countries, and there are German valves, and also French, which have a very good name and can be produced at a much lower price than British valves. However, some of the British manufacturers have been sufficiently enterprising to place their valves on the European market at prices which can compete with the prices of those manufactured locally. In so doing they have been compelled in some cases to reduce the price of their valves to one quarter of the standard sale price in Great Britain.

This gives an idea of the extent to which the British radio trade and industry is alive to the great possibilities which exist in Europe for the sale of its manufactured goods. It is encouraging to see that advantage is taken of the great and valuable publicity which the radiocasting stations give to radio industry in foreign countries and it is hoped that export will go on increasing, and that the British radio trade will hold its place in the markets of the world, in the same way that British industries in other fields still maintain their supremacy in many corners of the globe.

Radio Programs

Evening Features

FOR TUESDAY, JUNE 1
EASTERN DAYLIGHT TIME

WNAC, Boston, Mass. (280 Meters)

4 p. m.—From Metropolitan Theater, incidental music to the feature picture. 4:30—News flashes. 5—"The Day in Finance." 5:05—Live stock and meat report. 6—The Smilers, conducted by Clyde McArdle. 6:30—Perley Stevens and his orchestra. 7:05—"Greetings, Everybody" —Marfy Young, now appearing at the Copley Theater; baseball news. 8—WNAC Women's Club honr, direction of Jean Sargent; weather flashes; Loresau Trio, Lena Goldman violinist; Nella Sauviet cellist, Bella E. Reingold, pianist; Introduction, Dr. Henry H. Saunderson, editor of the Wayside Pulpit; Olga Mansfield, contralto, Minnie Strattan Watson accompanist; Ina M. Gassett soprano; violin obbligato, by Barbara Sawyer; greetings by Mrs. Clarence W. Clark, first vice-president of the Massachusetts Federation of Women's clubs, Ethel Wolcott Ross, soprano, Minnie Stratton Watson, accompanist; Norman Arnold first tenor of the Knickerbocker Quartet; violin solo, Barbara Sawyer, Madame Myrtle Lombard, accompanist; tenor solos, Frang Whitcher, Marjorie Drew, accompanist; Marjorie Mills will talk on "Your Wife's Cooking"; baritone solos, Herbert Liversidge, E. Lewis Dunham, accompanist; contralto solos, Katherine Ker, Marjorie Drew accompanist. 9—Orchestra, direction William F. Lodge. 10—News. 10:05—Dance music.

Wednesday

10:30 a. m.—WNAC Women's Club—Dr. John H. Mason of Brookline; guests from Massachusetts Federation of Women's Clubs; Marion L. Spear, Massachusetts Department of Agriculture; musical numbers, Jean Sargent; news bulletins.

WEEI, Boston, Mass (341 Meters)

4:15 p. m.—Eddie Diggs and his Five Black Aces. 5:15—Fleur Brousseau, soprano; Helen Cunningham, accompanist. 5:45—Stock market and business news. 6—Keith's radio review. 6:10 Baseball scores. 6:20—George Joy and Nell Cantor in popular songs. 6:44—Announcement. 6:45—Big Brother Club, Big Brother Banjo Uke Band. 7:30—Josephine Monahan, violinist, Jack Hawley, accompanist. 8—From New York, entertainers. 8:30 From New York, the Twins. 9—From New York, Musical Four. 10—From New York, Redferne Hollinshead, tenor, with orchestra. 10:30—From New York, Ben Bernie and his orchestra. Sign off—"Bill" Harrison's radio areception report.

Wednesday

7:45 a. m.—Morning watch by Y. M. C. A., the Rev. Charles C. Keith, minister Eliot Congregational Church, Roxbury. 10:—Chorus; Freda Firger, piano solo; Anne Bradford, "Vacation Plans and Luggage"; "Our Gardens," Mrs. A. M. Hume; department conservation, Melrose Woman's Club. 12 M—Keith's radio review. 12:45 p. m.—Farmers' produce market report.

WBZA and WBZ, Boston-Springfield, Mass. (242 and 333 Meters)

6:55 p. m.—Markets. 7—"Bob" Patterson's Kimball Trio. 7:30—Baseball results. 7:33—Mary Louise Bacon, pianist; Kathleen Kent, violinist; Frances Cormier, 'cellist. 9—WBZ Radio Movie Club from Loew's State Studio. 10—Concert by Angelus Quartet; Mrs. Antha Munsell Root, soprano; Charles H. Young, tenor; Nora Gladden Winton, contralto; James L. Marchese, baritone; Mrs. Miriam Munyan Thomson, accompanist. 11—Weather.

EASTERN STANDARD TIME

WGY, Schenectady, N. Y. (380 Meters)

5:30 p. m.—Dinner program. 6:25—Baseball scores. 6:30—Oddress, "The Radio Tube," F. C. Kelley, Research Laboratory, General Electric Company. 6:45—WGY Orchestra. 7:30—Half-hour of Romance, "Crystal," radiocast from WJZ, New York. 8—Vocal pupils of S. Graham Nobbes. 9—Grand tour, "Abroad with the Student Travelers." 9:30—"Beaver Hour," Art Landry and his orchestra and Beaver Male Quartet.

WEAF, New York City (492 Meters)

5 to 11 p. m.—Dinner music; Louise Pascova, soprano; "Eurekas"; "Twins"; "Courtesy Hour"); Vincent Lopez and his orchestra; "The Buffalodians," from Monte Carlo.

WJZ, New York City (455 Meters)

6:15 p. m.—Hotel Commodore Concert Orchestra. 7:30—"Gems of Romance." 8—Courtesy hour. 9—"The Grand Tour," "Abroad with the Student Travelers." 9:40—George Olsen's Hotel Pennsylvania Roof Orchestra.

WMCA, New York City (341 Meters)

5 p. m.—Olcott Vail and his String Ensemble. 5:45—Talk by H. L. Stratton. 5:47—Musical program. 7—Musical program. 7:15—"Muscle Shoals." 7:30—California Ramblers. 8—Paul Whiteman's Beau Rivage Orchestra. 8:30—Columbia Park Entertainers. 9—Testing a Used Car. 9:05—How to Drive an Automobile, by Harry T. Rainess. 9:30—Coughlan Entertainers. 10—Ernie Golden and his Orchestra. 11—McAlpin Entertainers.

WPG, Atlantic City, N. J. (300 Meters)

5:30 p. m.—Last-minute news flashes and baseball scores. 5:45—Fifteen-minute organ recital. 6—Magazine review, Clarence S. Dike. 6:45—Ethel Rattay Fowler's Footlight and Fashion Flashes. 7—Cecile Steiner, violin; Margaret Irwin, piano; assisted by P. Joseph Connor, tenor. 7:30—Million Dollar Pier Dance Orchestra. 8—Chalfonte-Haddon Hall Dual Trio. 9—Traymore Dance Orchestra. 9:30—Musical Radio Sketch. 10—Silver Slipper Supper.

WIP, Philadelphia, Pa. (508 Meters)

5:15 p. m.—Dinner music. 5:45—Baseball scores. 5:50—United States Department of Agriculture, livestock and produce market reports. 7—Iris Virginia Gruber, soprano; Irene Merrik Rorke, pianist; Miss King, reader; Triad Trio. 8—Opening of the Sojourners' National convention, direct from the First Regiment Armory in Philadelphia; address by Admiral Reynolds T. Hall, and musical program by Emily D. Moore, soprano, Sojourners' Male Quartet and the Philadelphia Chapter Band. 9:30—Benjamin Franklin El Patio Orchestra.

WCAU, Philadelphia, Pa. (278 Meters)

5:30 p. m.—Parodians, direct from the Club Madrid. 6:30—Snellenburg Instrumental Trio. 7—Theater Digest. 7:10—The Three Brothers. 7:25—Peter Ricci, baritone; Virginia Klein, pianist. 7:45—Charles Higgins and Joe Burke. 8—Selections from "Pinafore." 8:30—Robert Fraser; Elizabeth Holtz, pianist. 9—Giovanni Medori, concert pianist; Francisco Ponti, tenor. 9:15—Eddie Malle and his Entertainers. 9:30—Billy Hays and his orchestra.

WRC, Washington, D. C. (469 Meters)

7 p. m.—Radio School of International Relations. 7:30—"Gems of Romance—The Crystal." 8—Courtesy Hour. 9—"The Grand Tour." 10:30—Meyer Davis' Swanee Syncopators.

WBAL, Baltimore, Md. (246 Meters)

6:30 p. m.—WBAL Dinner Orchestra, Robert Iuia, conductor. 7:30—WBAL Sandman Circle. 8—Hilda Hopkins Burke, soprano; Celia Brace, violinist; George Molek, pianist. 9—WBAL Trio. Albert Newcomb, tenor. 10—WBAL Male Quartet. 10:30—Organ recital, Frederick D. Weaver, organist.

KDKA, Pittsburgh, Pa. (309 Meters)

7:30 p. m.—Commencement exercises of the Westinghouse Technical Night School. Frank L. Mulholland, past president of Rotary International, will give the commencement address. 8—Stockman-Farmer news and market periods. 8:30—Requests for sacred music sung by the First Presbyterian Church of Pittsburgh quartet; Margaret Spauling, soprano; Alberta Murray Baker, contralto; Will Rhodes, tenor; Fred Ayers, bass, and W. A. Reger, accompanist, with the KDKA Little Symphony Orchestra, Victor Saudek, director. 10:35—Concert from the Grand Theater, Pittsburgh.

WGR, Buffalo, N. Y. (319 Meters)

6:30 p. m.—Dinner music by Vincent Lopez orchestra. 8—Eurekas; Twins; Country Hour; Moment Musicale; Vincent Lopez and his orchestra.

WTAM, Cleveland, O. (389 Meters)

6 p. m.—State Theater vaudeville and music, baseball scores. 7—Eureka program. 7:30—Twins. 8—Entertainers. 9—Moment Musicale. 9:30—Vincent Lopez orchestra. 10—Studio program. 11—Collegian Serenaders.

WWJ, Detroit, Mich. (353 Meters)

6 p. m.—Dinner concert. 7—Concert from New York through WEAF.

WCX, Detroit, Mich. (517 Meters)

6 p. m.—Dinner program by Goldkette ensemble. 10—Red Apple Club.

WJR, Pontiac, Mich. (517 Meters)

7 p. m.—Glover Watson old-time dance orchestra. 8—Tom Bartel's Boys. 9—Jean Goldkette's orchestra.

CENTRAL STANDARD TIME

WCCO, St. Paul-Minneapolis, Minn. (417 Meters)

5:15 p. m.—Children's hour. 5:45—Livestock market summary. 5:55—Baseball scores. 6—New York program, "The Eurekas." 6:30—"Twins." 7—Musical hour. 8—Minstrels. 9—League of Women Voters, "Voting in the Primaries." 9:30—"Outdoors in Minnesota." 10—Weather report, closing grain markets and baseball scores.

WMBB, Chicago, Ill. (250 Meters)

6 p. m.—Trianon Ensemble, Genevieve Barry Burnham, in program of operatic selections. 8—Trianon Orchestra, Dell Lampe; Woodlawn Theater Orchestra, Armin F. Hand; Trianon Ensemble, "Joe" Warner; Oxford Girls. Lou Sievers in popular program.

WHT, Chicago, Ill. (400 Meters)

6 to 12 p. m.—Collyer's sport results; dinner organ recital by Al Carney; Loftis Quartet; studio features; Cinderella Orchestra; Pat Barnes and Al Carney; Collyer's sport gossip; weather reports; Your Hour League with President "Pat" Barnes and "Al" Carney.

WEBH, Chicago, Ill. (370 Meters)

6 to 11:30 p. m.—Oriole Orchestra, dinner concert; Lydia Lochner, contralto; Kathryn Forbes, soprano; musical bits; news flashes; Oriole Orchestra, dance numbers; Cook Sisters, songs; Flo and Ray songs.

KYW, Chicago, Ill. (536 Meters)

5 p. m.—The bedtime story told by Walter Wilson. 5:30—Dinner concert, Joska DeBabary and his orchestra, and Ace Brigode and his Virginians. 6—An hour of music. 7—Program from KYW's studio, direction of Edwin Borroff. This program includes musical numbers, and talks by representatives of the American Farm Bureau. 8—Classical concert. 9:30—"Congress Carnival."

WLS, Chicago, Ill. (345 Meters)

5:30 p. m.—Organ concert, Elsie May Look. 5:45—Maurie Sherman's Orchestra. 6—Lullaby Time, Doris and Elsie. 6:15—Prof. Davis Edwards, University of Chicago, "A Henry story, "The Count and the Wedding Guest." 6:30—Organ concert, Ralph Emerson. 6:50—Voice of the Listener. 6:55—Golf lesson, Amber Andrews. 7—Popular music. 7:20—Westminister Quartet and soloists.

WJJD, Mooseheart, Ill. (302 Meters)

4:30—Dinner concert; Jack Nelson; Howard L. Peterson playing the Geneva organ; Palmer House Symphony Players; Compton's "I See by the Newspapers" Man; Palmer House Victorians. 7—Mooseheart Studio, music by children of all ages; solos, bands, etc. 9—Palmer House Victorians; Rushmore Ensemble Singers. 11:30—Settin' up hour.

WLW, Cincinnati, O. (422 Meters)

6 to 9 p. m.—Talk on Aeronautics under the auspices of the United States Air Service, McCook Field, Dayton, O. to be given from the plane through the WLW Station; "Piano Memories" by the Crosley Request Lady, Mary Louise Woseczek; talk furnished by the Civic Pride Association of America, "A Screen Against Ugliness"; "Opera in English," talk by Grace Gardner, with musical illustrations; a half-hour with the harp and flute by Grace Lanster and Wilma Deering; concert by the Formica Symphony Orchestra, William Stoess, director.

WKRC, Cincinnati, O. (422 Meters)

9 to 10:30 p. m.—Organ recital, Eugene Perazzo; WKRC Entertainers; popular song hour with Bert Lindsay, Abe Farb, Kern Aylward and Merrel J. Schwartz.

WHAS, Louisville, Ky. (400 Meters)

7:30 to 9 p. m.—Concert by Carl Zoeller's Melodists; Carl Zoller, drums, director; thrift talk delivered by Prof. Charles J. Kennerly of the Louisville Male High School; official central standard time announced.

WSM, Nashville, Tenn. (288 Meters

7:45 p. m.—WSM bedtime story interlude. 8—Frolic by Happy Jack's Orchestra.

WSB, Atlanta, Ga. (428 Meters)

8 p. m.—Concert. 10:45—Special musical program.

KSD, St. Louis, Mo. (545 Meters)

6 p. m.—Eurekas, direct from New York. 6:30—Twins. 7—Musical hour. 8—Moment Musicale. 8:30—Vincent Lopez' Orchestra.

Evening Features

FOR WEDNESDAY, JUNE 2
EASTERN STANDARD TIME

CNRO, Ottawa, Ont. (435 Meters)

6 p. m.—Children's half hour, Aunt Bessie. 6:30—Dominion Department of Agriculture market reports. 7—Château Laurier concert orchestra. 8—Studio program, CNRO orchestra; director, James McIntyre; assisting artist, George White.

CFCA, Toronto, Ont. (357 Meters)

5 p. m.—Stock quotations. 7—Special musical program by the Hambourg Conservatory of Music from Massey Hall. 10—Gilbert Watson and his orchestra from Sunnyside Beach, Toronto.

WEEI, Boston, Mass. (348 Meters)

4:45 to 10 p. m.—Stock market and business news; Keith's radio review; events of the day and baseball scores; Big Brother Club; musicale; from New York: Merrymakers, saxophone octet, Troubadours, musicale.

WBZA and WBZ, Boston-Springfield, Mass. (242 and 333 Meters)

6 p. m.—Jolly half hour with Musical Mirth Makers from Bert Dolan's recording orchestra. 6:30—Baseball results. 6:33—Continuation of Jolly half hour. 6:45—M. A. C. Radio Forum. 7—Sixth play presented by the Little Screen Players under the direction of Herbert F. Lang. 7:30—Radio Nature League under the direction of Thornton W. Burgess. 8—WBZ concert group. 9—Mr. Gehrman, bass baritone; Sadie R. Yellen, soprano. 10—Weather reports.

WTAG, Worcester, Mass. (268 Meters)

5 to 10 p. m.—Dinner music by the WTAG Orchestra; talk by Robert K. Shaw of the Public Library; Twinkle Twinkle story teller; "Merrymakers," direct from WEAF, New York; program of specialties; light opera by the WEAF Light Opera Company.

WTIC, Hartford, Conn. (476 Meters)

5:30 p. m.—Bond Trio. 6:30—Announcements, weather and reports. 7—Dan Nolan, ukulele lesson; 7:30—Hazel Porter Snow, contralto; Mrs. L. L. Beach, pianist. 7:45—Katherine Hanahan, soprano. 8—"New England Supremacy," Champe S. Andrews. 8:15—Laura C. Gaudet, staff pianist. 8:30—Organ recital, Esther A. Nelson.

WGY, Schenectady, N. Y. (380 Meters)

5:30 p. m.—Children's bedtime story. 6:25—Baseball scores. 6:30—Program by Eastman Theater Orchestra, Rochester, N. Y.. 7:05 to 9—Muiscal program from Rochester, N. Y.

WEAF, New York City (492 Meters)

5 to 11 p. m.—Dinner music; services under the auspices of the United Synagogue of America; "Merrymakers"; "Saxophone Octet"; "Troubadours"; "Boccaccio," by WEAF Light Opera Company; Pelham Heath Inn Orchestra, Lou Raderman conducting.

WJZ, New York City (455 Meters)

6 to 10:30 p. m.—Commodore Concert Orchestra; sporting news; "Impa"; Lewisohn Free Chamber Music Concert direct from Hunter College Auditorium, "Final Concert"; Associated Press, A. J. Gould, sports editor; Vanderbilt Orchestra.

WMCA, New York City (341 Meters)

5 to 11 p. m.—Olcott Vail and his McAlpin String Ensemble; Ernie Golden and his McAlpin Orchestra; talk by H. L. Stratton; employment opportunities; Tappen's Orchestra; "Hawaiians"; Meister's Homesteaders; Mamaroneck Night; Woodmansten Orchestra; McAlpin news editor; Stauch's Orchestra; Billy Day, songs at piano; McAlpin entertainers.

WLIT, Philadelphia, Pa. (395 Meters)

6:30 p. m.—Dream Daddy with boys and girls. 7—Advertising Convention Pageant. 7:30—Kentucky program. 8—Armory program. 9—Arcadia Dance Orchestra.

WCAU, Philadelphia, Pa. (278 Meters)

6:30 p. m.—Recital, Henry Hotz, bass; Virginia Klein, pianist. 7:10—Clarence Seaman and his Hotel Pennsylvania Orchestra. 7:30—Miller Piano period, Marion Armstrong, soprano; Mme. Nikoloritch, pianist. 8—Melrose concert quartet. 8:30—Helen Travis Hoel, soprano. 8:45—Senator Hasenpfeffer. 8:50—Agnes Everts, soprano; F. Ross Isenberg, pianist. 9—Desmond, Bortman and McCullough, instrumental trio. 9:15—Maurice Patton, tenor; Harry Reudy, baritone. 9:30—Carl Zoehrns and Lou Hirscher, songs. 9:45—Frank Cook, old time songs. 10—Artie Bittong's Cheer-Up Club.

WCAP, Washington, D. C. (469 Meters)

6:30 p. m.—"Matters Before the House" (if still in session.) 7—"The Merrymakers" from New York City. 7:30—Outdoor concert by the United States Army Band. 8—"Troubadours" from New York City. 9—Light Opera by the WEAF Light Opera Company.

WGHB, Clearwater, Fla. (266 Meters)

8:30 to 10—Rex Dantzler, tenor; Helen Ferryman Warford, pianist, and others.

KDKA, Pittsburgh, Pa. (309 Meters)

5:30 p. m.—Dinner concert. 6:15—Baseball scores. 8—News and market period with reports on all important live stock, grain, wool, cotton and produce markets. 8:30—Concert from the Pittsburgh Musical Institute. 9:55—Time signals, weather forecast and baseball scores.

WGR, Buffalo, N. Y. (319 Meters)

5:30 p. m.—Two piano recital by the Gospel Melodists. 9—Joint with station WEAF, New York City: Merrymakers; Saxophone Octet; Troubadours. 9—"The Hour of Kings." 10—Weather forecast.

WTAM, Cleveland, O. (389 Meters)

6:15 p. m.—Cleveland Orchestra, Friederich Janssen directing; baseball scores. 7:30—Talks. 8—Public Auditorium program.

WWJ, Detroit, Mich. (353 Meters)

4 p. m.—Baseball game. 6—Dinner concert. 7—Program from New York. 7:30—Detroit News Orchestra. 8—Dance program from New York. 9—Program from New York.

WJR, Detroit, Mich. (517 Meters)

6:45 p. m.—La Salle Orchestra. 7—The Yellow Pages of the Telephone Directory. 8—Specialty. 9—Jean Goldkette's Orchestra, under the direction of Owen Bartlett, and soloists. 11—Tenor and baritone. 12—"The Merry Old Chief", and his Radio Jesters.

CENTRAL STANDARD TIME

CNRW, Winnipeg, Man. (384 Meters)

8:30 p. m.—Bedtime Story told by Aunt Grace. 8:50—Dominion Department of Agriculture market reports. 9—Studio program by the Salvation Army, Winnipeg, Citadel Band, Bandmaster, H. G. Merritt.

WCCO, St. Paul-Minneapolis, Minn. (417 Meters)

6 p. m.—New York program. 7—New York program; Troubadours. 8—Midweek church service. 9—Musical program; Nash-Finch Concert Orchestra. 10—Weather report, closing grain markets and baseball scores. 10:05—Marigold Dance Orchestra. 11:30—Organ recital; Eddie Dunstedter.

WMBB, Chicago, Ill. (250 Meters)

6 p. m.—Trianon Duo; Monte Blunn, tenor; Eleanor Kaplan, violinist; Arvid L. Anderson, baritone; Preston Graves, pianist; in discovery program. 8—Trianon Orchestra; Dell Lampe; Woodlawn Theater Orchestra; Armin F. Hand; Jackie Ford and Earl Smith, Wellington Forbes, Andy Anderson, "Bob" Bennett, in discovery program.

WHT, Chicago, Ill. (400 Meters)

6 to 11 p. m.—Collyer's sport results; Edwin Kemp, tenor; Borden organ recital; Triangle Entertainers; musical feature; Cinderella Orchestra; Collyer's sport gossip; Art Becker, pianist; specialties; weather reports; Your Hour League with presidents "Pat" Barnes and "Al" Carney.

WEBH, Chicago, Ill. (370 Meters)

6 to 11 p. m.—Oriole Orchestra, dinner concert; Florence Behrend, soprano; Frank Greif, tenor; Oriole Orchestra, dance numbers; Frank Bordner, baritone; Lawrence Salerno, songs; news flashes; Oriole Orchestra, dance numbers; Frank Greif, tenor; Oriole Orchestra, Impromptu.

KYW, Chicago, Ill. (536 Meters)

5:30 p. m.—Dinner concert, Joska DeBabary and his Orchestra; Ace Brigode and his Virginians. 6—Musical program. 8—Classical concert. 9:30—"Congress Carnival." 11—Time signals and weather report.

WLS, Chicago, Ill. (345 Meters)

5:30 p. m.—Organ concert, Elsie May Look. 5:45—Maurie Sherman's Orchestra. 6—Lullaby Time, Doris and Elsie. 6:30—Organ concert, Ralph Emerson. 7—Midwest Quartet in "WLS Barber Shop." 8—WLS Trio in picture contest. 8:30 to 11—Special features.

WJJD, Mooseheart, Ill. (302 Meters)

4:30 p. m.—Dinner concert; Jack Nelson; Howard L. Peterson playing the Geneva Organ; Palmer Symphony Players; Compton's "I See by the Newspapers" Man; Palmer Victorians. 7—Mooseheart Studio, music by Moosehart children of all ages; solos, bands, etc. 9—Palmer Victorians; Isabel Defaut; R. V. Thomas. 11:30—Specialty.

WLW, Cincinnati, O. (422 Meters)

6 to 11 p. m.—Dinner hour concert under the direction of Robert Visconti; educational talk by representative of the National Farm Radio Council; continuation of Gibson concert; Thorobred Entertainment; the Thorobred Trio; the Thorobred Quartet. The Pink of Programs" with the Cincinnati Dance Orchestra and entertainers.

WKRC, Cincinnati, O. (422 Meters)

5 to 11:30 p. m.—Dinner music, Alvin Roehr and his Alms Orchestra; weekly book review, Miss Alice B. Coy of the Public Library of Cincinnati and Hamilton County; Gene Perazzo, pianist; tenor solos, Oliver Plunkett, recording artist; Eveready Hour, string ensemble, vocal solos; popular songs; Wesley Helvey and his orchestra.

WHAS, Louisville, Ky. (400 Meters)

7:30 p. m.—Pat Armour's Orchestra from WHAS Extension Studio. 8—The Bittick-Benson Orchestra, from WHAS Extension Studio at the Brown Hotel. 8:30—Ukulele solos, R. E. Gleason of Lexington, Ky; official central standard time announced.

WSB, Atlanta, Ga. (428 Meters)

10:45 p. m.—Special orchestra.

WSM, Nashville, Tenn. (288 Meters)

7 p. m.—Beasley Smith's Orchestra from Andrew Jackson Hotel. 7:45—WSM Bedtime Story interlude. 8:15—Program arranged by Miss Daisy Sartain, teacher of piano. 10—Program of readings by John Trotwood Moore.

KSD, St. Louis, Mo. (545 Meters)

6 p. m.—Specialty, direct from New York. 6:30—Statler Concert Orchestra, St. Louis. 7—Troubadours. Direct from New York. 8—WEAF Light Opera Company.

WDAF, Kansas City, Mo. (366 Meters)

6 p. m.—Marketgram and weather forecast; the Tell-Me-a-Story Lady; Zez Confrey's Orchestra. 8—Presentation by the WEAF Light Opera Company through the American Telephone and Telegramh Company chain. 11:45—Program from WDAF'S Plantation Grill Studio.

WHB, Kansas City, Mo. (366 Meters)

7 p. m.—Automotive Talk by John Burns; soloist. 10:30—Midweek musicale.

WHO, Des Moines, Ia. (526 Meters)

6 p. m.—Little Symphonic Orchestra, under direction of Leon Dashoff. 7—"Uncle Dutch" Stories for children. 7:15 Irene Dorans Little Symphony from Ft. Des Moines Hotel. 8:15—Harry Lewis and Normand Broholm, popular songs; Kate Millers, whistler; Maude Hughes, accompanist; Mack Ohman, poular songs. 9—Dance programs.

KPRC, Houston, Tex. (297 Meters)

6:30 p. m.—Uncle Judd's kiddies' hour. 7:45—Jack Willrich's Orchestra of McMillian's Dancing Academy, featuring Virginia Willrich, piano accordionist. 8:45—Frank Tilton, boy pianist.

MOUNTAIN STANDARD TIME

KOA, Denver Colo. (322 Meters)

6 p. m.—Stocks, markets, livestock, produce and news bulletins. 6:30—Dinner concert, Brown Palace String Orchestra, Howard Tillotson, director. 8—Instrumental program by Scheuerman's Orchestra from Colorado Theater, Denver. 8:15—Studio program, presented by the College of Music, University of Colorado; Dr. Frank Wilbur Chace, director.

PACIFIC STANDARD TIME

KFOA, Seattle, Wash. (454 Meters)

6:25 to 10 p. m.—Announcements and studio program.

KJR, Seattle, Wash. (384 Meters)

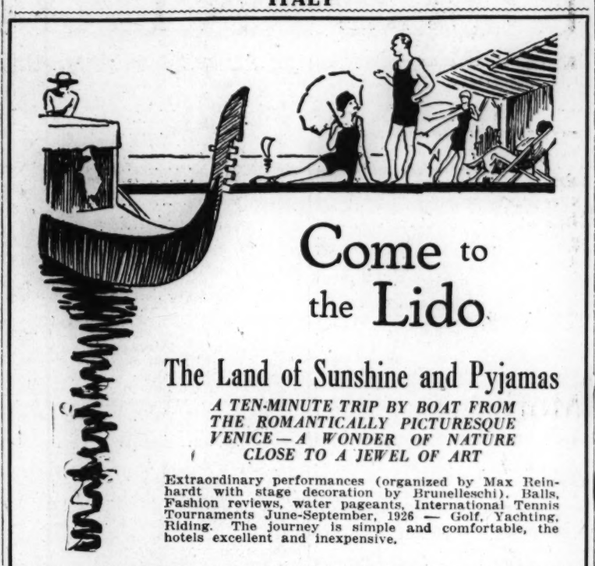
7:30 to 10 p. m.—Varied specialty program.

KGW, Portland, Ore. (492 Meters)

6 to 11 p. m.—Dinner music; reports; concert program.

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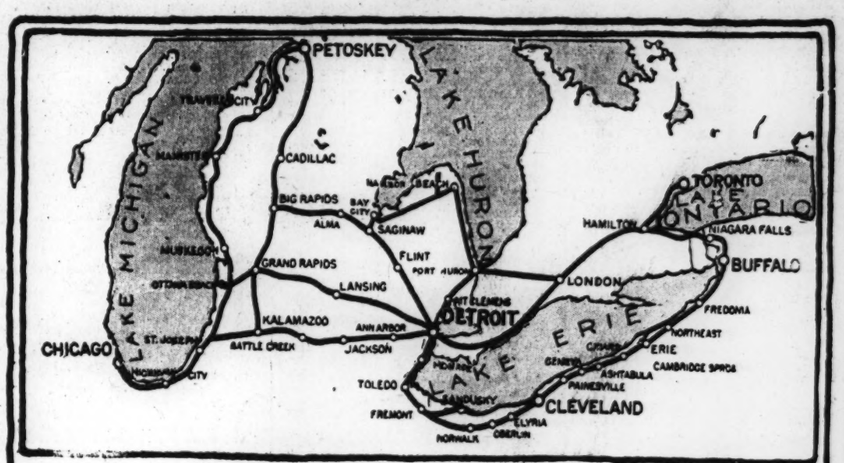
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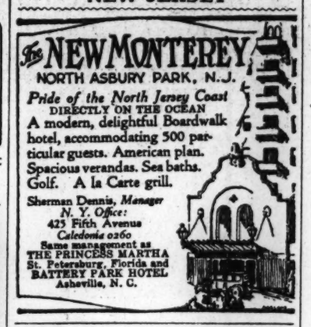
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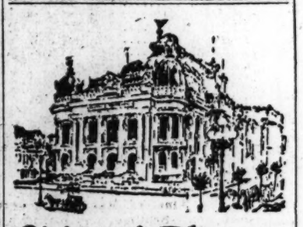


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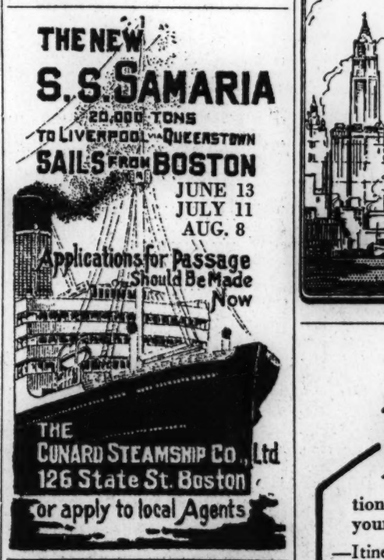
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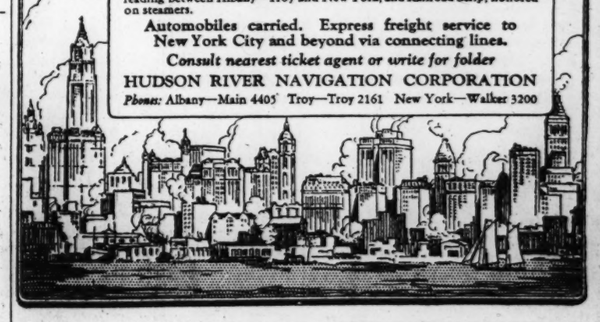
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THOS. COOK & SON

STOCK PRICES RULE STEADY AFTER RECESS

Steels, Oils, and Specialties Are Favored by Traders

NEW YORK, June 1 (AP)—Stock prices resumed their upward movement today with the reopening of the market after a three-day recess.

United States Steel, Kennecott Copper and American Ice scored initial gains of about a point, and moderate advances were recorded by representative motor, oil and chcemical issues. Southern Railway and Reading led the rail shares to higher ground.

A brisk demand for the steel shares, in reflection of the recent improvement in this industry, was one of the features of the early dealings. Gulf States and Bethlehem kept pace with the rise in United States Steel.

Mercantile stocks tended higher, although a rally of 3¼ points in McCrory Stores "B" contrasted with a reaction of 1½ points in Woolworth.

Standard Oils of New Jersey and California, Texas Company and Union Oil of California were among the most active issues in the petroleum group, while constructive operations in the specialties converged on International Match preferred and Certain-teed products.

Selling Pressure Renewed

The recent failure of a large Florida real estate development was ignored as a market factor, although Atlantic Coast Line eased off slightly.

Foreign exchanges opened steady, with French and Belgian francs higher and sterling holding around $4.86⅛.

A slight tightening of money conditions as banks called loans to meet June 1 requirements opened the way for a renewal of selling pressure against various specialties.

Manati Sugar, Foundation, California Packing, Adams Express and Gotham Hosiery fell back 2 to 3½ points, and Mack Trucks also yielded 3 points on the declaration of only the regular dividends.

Rail shares forged ahead, however, with strong buying support evident for New Haven, Southern, Chesapeake & Ohio, Rock Island and Louisville & Nashville.

Call money renewed at 4 per cent.

Bond Trend Upward

Tighter credit conditions resulting from the heavy demand for funds to meet June payments, imposed some restraint upon bond trading today, but the main trend of prices continued upward. The calling of about $15,000,000 in bank loans, and a rise in call money to 4½ per cent tended to curtail buying activity except in investment issues.

Foreign obligations displayed a firmer tone, with a good demand developing for German industrial issues such as Rheinelbe 7s and German General Electric 7s. French 8s advanced fractionally, and other continental bonds were steady.

Buying of sugar company liens featured trading in domestic issues. Warner 7s of 1939 advanced 3 points to 68½, and most of the active Cuban obligations were fractionally higher. Detroit Edison bonds led an advance in public utilities. This company is expected to float a new issue of $15,000,000 or more in the near future.

In the field of new financing, interest centered in the award of a $7,682,000 City of Buffalo 4¼ per cent bond issue to a syndicate headed by the Guaranty Company of New York.

DIVIDENDS

Swift & Co. declared the regular quarterly $2 dividend, payable July 1 to stock of record June 10.

Pierce Manufacturing Company, Ltd., declared the regular quarterly dividend of $8 a share, payable June 1 to stock of record May 29.

Southwest Pennsylvania Pipe Line declared the regular quarterly dividend of $1, payable July 1 to stock of record June 15.

Yale & Towne Manufacturing Company declared the regular quarterly dividend of $1 a share, payable July 1 to stock of record June 10.

American Woolen Company declared the regular quarterly preferred dividend of $1.75 a share, payable July 15 to stock of record June 15.

White Rock Mineral Springs declared the regular quarterly dividend of 50 cents on the common, 1 ¾ per cent on the first preferred and 2½ per cent on the second preferred, all payable July 1 to stock of record June 15.

Telautograph declared the regular quarterly preferred dividend of $1.75, payable July 10 to stock of record June 30.

National Dairy Products declared the regular quarterly dividends of 75 cents on the common and $1.75 on the preferred, both payable July 1 to stock of record June 21.

Mack Trucks Co. declared the regular quarterly dividends of $1.50 on the common and $1.75 on the first and second preferred, all dividends payable June 30 to stock of record June 15.

Pittsburgh Steel Company declared the regular quarterly dividend of $1 on the common stock, payable July 1 to stock of record June 25.

Atchison Railway declared the regular semiannual 2½ per cent preferred dividend, payable Aug 2 to stock of record June 25.

American Car & Foundry Company declared the regular quarterly dividends of $1.50 on the common and $1.75 on the preferred, payable July 1 to stock of record June 15.

Congress Car Company declared an initial quarterly dividend of 75 cents on the capital stock, payable July 1 to stock of record June 15.

Keystone Watch Case Company declared a dividend of 1 per cent, payable July 1 to stock of record June 19. This is the same amount as declared three months ago when dividends were resumed.

BUSINESS IN MAY GOOD

Reviewing general business conditions in May, the National City Bank of New York says trade and industry continued at high levels throughout the month and while some uncertainty prevails as to the probable trend in the last half of the year, no tangible justification for pessimism has yet appeared. Not all lines are showing as uniform improvement as was the case a few months ago and some industries give definite signs that production has run ahead of consumption. "Making business as a whole, the country actively engaged, and what is more," the bank emphasized, "most people are making money."

REDEEM RHEIN-ELBE BONDS

Dillon, Read & Co. announce that the $12,000 principal amount of Rhein-Elbe Union 20-year 7 per cent sinking fund mortgage gold bonds have been called for redemption at 100 on July 1. The bonds will be redeemed at that office or the J. Henry Schroeder Banking Corporation.

AMERICAN RAILWAY EXPRESS

Net income of the American Railway Express Company for February was $175,074, an increase of $24,962 over February last year. The total for the two months this year was $343,319, a gain of $30,192 over the like period of 1925. Total revenue and income for the two months decreased $471,456 to $42,051,740 compared with a year ago.

POWER DIVIDEND INCREASED

PHILADELPHIA, June 1—Hercules Powder So. declared a quarterly dividend of 2 per cent on the common, payable June 25 to stock of record June 15. Previously the dividend was 16 per cent quarterly.

LOCOMOTIVE ORDERS PLACED

The Louisville & Nashville has placed orders for 24 Mikado 162-ton engines with American Locomotive Company and eight 167-ton mountain-type engines with Baldwin Locomotive Works.

NEW YORK STOCK MARKET

(Quotations to 1:30 p. m.)

Sales	High	Low	Last June 1	Last May 28
600 Abitibi	73¼	73	73¼	71½
100 Adams Ex	113	113	113	..
200 Ahumada	8	8	8	..
200 Air Reduc	111½	111¼	111¼	112½
200 Ajax Rub	8¾	8¾	8¾	8¾
1130 Allied Ch	117⅝	116½	117¼	117
100 Allis-Chal	82	82	82	82
100 Allis-C pf	109	109	109	..
1500 Amerada	27⅞	27¼	27½	27⅝
200 Am Ag Ch	18¼	17⅞	17⅞	18⅝
200 Am Ag C pf	57¾	56¾	57⅜	58
100 Am Bosch	20⅝	20⅝	20⅝	20
300 Am Br Bov	35½	35½	35½	36
3400 Am Can	46½	45⅞	46½	46⅜
100 Am Can pf	125½	125½	125½	125½
400 Am Car	96⅝	96	96	96¾
100 Am Chain A	24¾	24¾	24¾	..
100 Am Chicle	40	40	40	40
100 Am Ex	117¼	117¼	117¼	117½
600 Am & F P	19	18¾	18⅝	18½
100 A & F P pf	89½	89½	89½	89½
100 Am Hide pf	41⅞	41⅞	41⅞	42⅝
100 Am Ice	134	134	134	133⅜
100 Am Ice pf	86¾	86¾	86¾	86½
200 Am Ice Corp	36¼	36	36¼	36
100 Am La Fr	12⅝	12⅝	12⅝	12⅝
700 Am L & P	54	53½	53½	..
500 Am Linseed	31¼	31⅛	31¼	31½
100 Am Lin pf	79½	79½	79½	78¾
1160 Am Loco	99¾	99	99	99¼
200 Am Loco pf	118¾	118¾	118¾	118¾
300 Am Radiat	108	108	108	108
100 Am S Raz	47¼	47¼	47¼	46¼
600 Am Ship	10½	9	9	10½
600 Am Smelt	118⅝	118	118	118⅜
300 Am Sm pf	118⅜	117½	117½	117⅝
100 Am Steel	40½	40½	40½	41
200 *Am Sugar	68⅜	68¾	68¾	69½
1000 Am T&T rts	6½	6	6⅜	6⅜
300 Am WWrks	51½	51	51½	50½
200 Am Wool pf	74	73½	73½	73
400 Am Zinc pf	31½	31¼	31½	31
800 Anaconda	45⅞	45¼	45¼	45⅛
100 Arch Dan	36⅛	36½	36½	36⅜
200 Armour D pf	92⅞	92⅞	92⅞	93⅛
1300 Armour A	13⅞	13⅝	13⅞	13½
400 Armour B	6¾	6½	6½	6⅝
5000 Atchison	139⅞	138½	138½	140
400 Atchison pf	99	98¾	98¾	98¼
600 Atl Birm&A	⅝	½	½	⅝
2900 Atl Coast L	202¾	200½	202¾	200
200 Atl G&WI	39½	39	39	39¾
4600 Atl Refin	124	121	121½	124¼
100 Austin N	15¼	15¼	15¾	15⅝
100 Austin N pf	77	77	77	77½
1200 Baldwin	107	106	107	105⅝
3600 Balt & Ohio	90¾	90	90	90
200 Balt & O pf	69½	69½	69½	69¼
100 Barnet	46½	46½	46½	46½
1500 Barnsdall A	26⅝	26½	26½	26⅝
100 Belding	31	31	31	31⅛
1900 Beth Steel	40¼	39¾	40¾	39⅝
200 Booth F 1 pf	41	41	41	..
5100 Booth Fish	7½	5½	7½	5
100 Botany A	24¾	24¼	24¼	..
100 Brggs	26	26	26	26
100 Br Man pf	84¾	84⅝	84⅝	83⅞
1000 Br Un Gas	77¼	77	77	77
400 Brown Shoe	30	29½	29¾	30
100 Burroughs	93½	93⅛	93⅜	93½
400 Bush Term	31⅞	31½	30½	31⅜
100 Butte & Sup	9½	9½	9½	9¾
200 Butterick	26⅞	26⅞	26⅞	26½
400 Cal Pack	132	132	132	134¾
1800 Cal Pet	33¼	33	33	33
100 Cal & Ariz	60⅜	60⅜	60⅜	60
500 *Can Pac	159¾	158½	158½	161½
700 Cen Leather	6¾	6¾	6¾	6¾
3700 Cer-Teed	43⅜	42¾	42⅞	42¼
6600 Ches & O	128¾	127⅝	128⅛	127¼
200 Chi & E I pf	40	40	40	41
500 Chi Gt West	9	8¾	8¾	9
800 Chi Gt W pf	21½	21⅛	21½	21½
300 ChiM&StP	11¼	11	11	11
100 ChiM&StP pf	18½	18½	18½	18
400 *Chi&NW	73	72½	73	74¼
300 ChiStPM Om	53	53	53	..
1200 Chi R I	50¾	50	50	49¾
2100 Chile Cop	32⅞	32⅞	32⅞	32½
200 Chrysler	31¼	30⅝	31	..
100 Chrysler A	99	99	99	99¼
200 City Inv Co	42¼	42	42¼	41½
1300 Coca Cola	153⅞	152¾	153⅜	153⅞
5100 Col Gas	81½	80⅜	80⅜	80½
1100 Colo F&I	41¼	40½	40½	40⅝
500 Col Gas pf	112⅜	112⅜	112⅜	..
300 Collins & A	36	36	36	35½
200 Com Cred	29½	29	29	29½
200 Com Cred pf	90	90	90	..
400 Col & A pf	100½	100	100½	100
200 Com Inv Tr	6½	6½	6⅝	..
200 Com Inv pf	90	90	90	..
1300 Com Sol B	163⅜	160	160	162¼
700 Congoleum	16¾	16⅜	16⅝	16⅜
200 Con ist	4¼	4¼	4¼	4⅜
1200 Con Gas	96	95¼	95⅝	95½
700 Con Textile	1½	1⅝	1½	1½
300 Cont Can	75	74¾	74¾	75
1500 Cont Motors	10¼	10¼	10¼	10¼
10900 Corn Prod	42⅛	42	42⅜	42¼
300 Crucible	70¾	70	70	69⅞
400 Cuba Co	51	50¼	50¼	50½
400 Cuba C pf	38	38	38	38⅞
200 Cub Am S	25	25	25	23¾
100 Cub A S pf	103¾	103¾	103¾	103
100 Cub Dom pf	18¾	18¾	18½	..
200 Dome Mines	14⅜	14⅜	14¼	14¼
1200 *Dupont	210¼	209¾	210¼	216
100 Dupont deb	102¾	102¾	102¾	..
4900 Davison	38¼	37	38¼	37
100 Del Lack W	138¼	138¼	138¼	139
300 Del & Hud	159½	159	159	159½
100 Det Edison	132	132	132	132½
5500 Dodge A	24⅞	24¼	24⅜	24⅞
900 Dodge pf	83	82¾	83½	82⅞
200 Duquesne pf	114⅛	114⅛	114⅛	114¼
100 East Kodak	109¾	109¾	109¾	109¾
300 Eaton Axle	26½	25¾	26½	26
200 Elec Battery	77½	77½	77½	77
100 EL&P ppr	100½	100½	100½	100
500 Elec L&P ct	17½	17	17	17¼
400 Elec L&P pf	93	93	93	..
100 Elk Horn	9	9	9	..
600 El Ref Cp	67⅛	67	67⅛	..
100 Emer-Br pf	7	7	7	7
200 End John	67½	..	67½	..
100 Equit Off	100	100	100	..
1800 Erie	33⅜	33¼	33½	33½
2100 Erie 1 pf	40⅞	40⅛	40⅞	40½
1600 Eureka Vac	48¼	48	47½	47
200 Fairb Morse	49½	49½	49½	50⅜
2900 Fam Play	123⅞	122⅝	123	123¼
100 Fed M&S	57	57	57	56
100 Fid Phoe	187	187	187	..
1400 Fisher Bdy	81½	81½	81½	82
800 Fisk Rubber	15⅝	15¼	15¼	15⅜
4100 Fleischmann	46¼	45½	45½	46½
4500 *Foundation	92¾	90	92⅜	94½
3000 Freeport Tx	33¼	32⅜	33	33½
2600 Gen Asphalt	67½	66	66	67
2900 Gen Cig new	80	80	80½	80¼
800 Gen Elec	321⅜	320	320	320½
1000 Gen Elec Sp	11⅝	11½	11⅝	11½
500 Gen Gas&E	40½	40	40½	39½
18300 Gen Motors	124⅞	123⅛	124⅞	123½
600 Gen Mot 7%pf	119½	118½	119½	119½
200 Gen Ry Sig	53¾	53¾	53¾	..
6500 Gen Pet	65½	64⅝	64⅝	65
600 Gen Rys	75	74⅝	74⅜	74⅞
300 Gimbel pf	105½	105½	105½	..
1100 Glidden	19½	18⅞	18⅞	19⅜
300 Gold Dust	42⅜	42¼	42¼	42½
700 Goodrich	48⅜	48	48	47⅞
200 Goodrich pf	108¼	108⅛	108¼	..
500 *Goodyr pf	100⅜	100	100	101
200 Granby +...	18½	18½	18½	19⅛
2700 Grt Nor pf	75	74½	75	74¾
2800 Grt Nor Ore	19¾	19½	19½	19⅝
200 Grt W Sug	96	95½	96	95
100 Greene-Can	10½	10½	10½	11¼
100 Guif Mo pf	100½	100½	100½	..
1100 Gulf Steel	72½	70⅜	70⅝	71⅜
100 Hanna pf	45⅜	45⅜	45⅜	..
200 Hartman	26½	26½	26½	26½
100 Hayes Wh	32½	32½	32½	32
300 Howe So	33⅞	33⅜	33⅜	33⅝
100 Hud Man	38⅛	38⅛	38¼	38
14900 Hudson Mo	65⅛	63¾	64⅜	64⅝
1400 Hupp Mot	19⅝	19¼	19⅜	19
500 Ind Oil & G	25⅜	25⅜	25⅝	25½
800 Indian Ref	10⅜	10½	10⅜	10
100 Inspiration	22½	22½	22½	..
1800 Interboro	52	51⅜	51⅝	51¾
100 Int Agri pf	83	83	83	84
200 Int Bus M	45⅞	45½	45⅞	45⅝
100 Int Cement	55⅝	55⅝	55⅝	57
12700 Int Comb	52½	51	51⅞	51½
100 Int Harv	116⅞	116¾	116⅞	116¾
1500 Int Match	63	62⅝	62⅝	61⅝
100 Int M M pf	37	37	37	37½
200 Int Nickel	37⅞	36	36	35⅞
700 Int Paper	51⅞	51½	51½	51½
100 Int Rubber	15⅜	15⅜	15⅜	15¼
800 Int T & T	123⅜	122¼	122¼	123¼
2100 Jordan Mot	31⅝	29½	30	..
100 K P & L pf	112½	112½	112½	..
1100 Kan C S	42¼	42	42¼	42
190 Kayser	35½	35½	35½	36¼
200 Kelly Spring	13⅜	13⅛	13⅜	13⅜
200 Kelsey Wh	98	97	98	..
1100 Kennecott	53⅞	53½	53⅝	53⅝
200 Keystone	⅝	⅝	⅝	½
600 Kresge	47½	46⅝	46⅝	47⅜
400 Ksge DS	21	21	21	21
200 Ksge DS pf	89½	88	88	..
200 Lee Rubber	9	9	9	..
500 Lambert Co	44	43⅞	43⅞	44
13100 Lago Oil	23	22⅝	22⅜	23
100 Life Saver	19¼	19¼	19¼	19½
300 Loews Inc	37½	37½	37½	37½
200 Long Bell A	47	46⅞	46⅞	..
100 Loose-W lpf	116¾	116¾	116¾	..
100 Lou G&E A	23⅝	23⅝	23⅝	24
1100 Lou Oil Ref	17¼	16¾	16¾	17
1300 Louis & N	127	126¼	126⅝	126
200 Ludlum Stl	37	36¾	36¾	36½
12900 Mack Tr	114	110½	112	113⅜
100 Manati Sug	29½	29½	29½	..
6100 Man El Sup	74⅞	74⅜	73⅝	73
3800 Man Elv mg	61½	60¾	60¾	60¾
100 Maracaibo	22⅞	22⅞	22⅞	22½
100 MktStR ppf	39⅝	39⅝	39⅝	..
11500 Marland Oil	58¾	57½	58	57⅛
200 Marlin Rock	29	29	29	29⅜
200 Math Alkali	71½	70⅜	70⅜	72⅜
500 Maytag	21½	21½	21½	21⅜
400 McCrory B	80¼	80¼	80¼	..
400 McIntyre	25½	22½	55½	..
2700 Mid Cont	33	32½	33	32⅞
200 Miller Rub	32¾	32½	32½	33
1100 Mo Pac	34	34	34	34½
2200 Mo Pac pf	85	84	84	84⅜
6400 Mont Ward	64⅝	63½	63½	64½
900 Mot Mot	23⅝	23¼	24¼	23
1200 Mother Lode	6¼	6	6	6
300 Motometer A	38¼	38⅛	38⅛	38¼
100 Mot Wheel	24	24	24	..
8100 Nash Mot	56	55½	55½	55½
700 Nat Bisc	88⅞	88	88	88⅞
400 Nat Cash R	43	42½	43	43
400 Nat Clo&S	24	23⅞	24	22⅞
500 Nat Dairy	63⅜	62⅝	63⅜	63¼
100 Nat Enam	24⅝	24⅝	24⅝	23⅞
5600 Nat Pw&Lt	19⅝	19	19⅛	19
200 NaRyMx 1pf	6⅝	6¼	6¼	6⅜
600 NaRyMx 2pf	3¼	3⅛	3⅛	3
200 Nat Supply	61	61	61	60
900 Nev Cons	12	12	12	12⅜
1000 NY Canners	40¼	39¾	39¾	40
4000 NY Central	128	127	127	128
500 NY C&St L	160¾	160½	160½	160¼
22600 NY NH&H	40¼	38⅜	39¾	38¾
100 NY Ry pf ct	11⅝	11⅝	11⅝	12
100 Niag F pf	28¾	28¾	28¾	..
800 Nor&West	147	146	147	147
2500 No Am	50	49½	49½	49¾
1900 No Pac	72¾	72⅜	72⅜	72⅛
3200 Omnibus	20	19½	19½	19⅜
500 Otis Steel	9¼	9¼	9¼	9¼
200 Owens Bot	61⅞	61⅞	61⅞	61¾
200 Pac Gas	121¼	121¼	121¼	121
2800 Pac Oil	1¾	1⅝	1¾	1½
1800 Packard M	35⅜	34⅝	35	34⅞
2800 Paige Det	16	15	15⅜	16
200 Pan-Am Pet	70¼	70	70	70
6500 Pan-Am B	72	70⅞	71½	71¾
500 Pan-Am WB	38½	37¾	37¾	38½
9900 Panhandle	25⅛	25⅛	26¼	19½
700 Pathe Ex A	52⅞	52¾	52¾	52⅜
700 Penick & F	21⅝	21½	21⅝	21⅜
3000 Penn RR	52⅝	52¼	52¼	52¼
600 Penn Seabd	1½	1½	1½	1½
400 Peoples Gas	121¼	120¾	120¾	120¾
1400 Pere Marq	87¼	85⅝	85⅝	87
100 Pere M pf	79¼	79¼	79¼	79¼
400 Phila Read	37⅞	37⅞	37⅞	37½
5900 Phillips Pet	46⅜	46⅛	46⅛	46¼
4400 Pierce-Ar	25	23¾	24	24⅝
500 Pierce-A pf	91⅜	90	90	91⅞
1000 Pierce Pet	4⅜	4¼	4¼	4
100 Pitts WV	105¼	105¼	105¼	104½
100 Pitts WV pf	111¼	111	111	..
1400 Postum C	90¾	89¼	89¼	90½
100 Press St pf	84¼	84¼	84¼	..
100 Prod & Ref	14	13⅞	13⅞	14⅞
1300 Pub Serv	80⅞	80¼	80⅞	80¼
1300 Pullman	172⅜	170½	170½	171¾
1500 Pure Oil	28⅜	28	28	28¼
4200 Radio	45½	44½	44¾	45¼
10 RR Secur	74⅝	74⅜	74⅝	..
2600 Rav Copper	12¼	12¼	12½	12⅝
2800 Reading	87⅜	86¼	86¼	86⅞
300 Reid I Cr	48¾	48	48⅜	46
1200 Rem Type	98⅛	97¼	98	98
100 Rem T 2pf	109⅜	109⅜	109⅜	109
100 Replogle Stl	10¼	10¼	10¼	10
700 Repub Stl	49⅜	48½	48⅞	49
100 Robert Reis	11	11	11	11
1200 Royal Dutch	53½	53½	53½	53¼
2300 StL & SF	95⅝	94⅞	94⅞	95¼
100 StL SW	68	68	68	68⅜
400 Savage A	80	79⅝	79⅞	80
1700 Seabd A L	31⅜	31¼	31¼	31½
100 Seabd AL pf	36⅜	36⅜	36⅝	36½
100 Seagrave	13½	13½	13½	13¼
1300 Sears Roe	48⅝	47⅞	47⅞	48⅛
200 Seneca Cop	5	5	5	..
200 Shattuck	54	54	54	54
1300 Shell Union	26¼	26¼	26¼	26⅛
200 Shubert Th	62½	62½	62½	62
300 Simmons	40¼	40	40¼	40¼
1000 Simms Pet	20⅜	20	20	19⅞
6400 Sinclair	23⅛	22¾	22⅞	22⅞
200 Sinclair pf	95	95⅜	95⅜	..
2300 Skelly Oil	34⅞	34⅝	34⅝	34⅞
1200 So Calif Ed	32	31⅞	31⅞	31¾
1800 So Dairies A	50½	50	50½	50
2900 So Dairies B	31⅜	30⅞	31⅜	31
700 So Pacific	100⅜	100¼	100¼	100⅜
9800 So Railway	115⅝	114	115	114¼
2200 Sta Gas	53⅝	53	53⅝	53⅛
2500 Sta Oil Cal	59	58⅝	58⅝	58⅜
3500 Sta Oil NJ	45	44⅜	44⅜	44⅞
300 Sta O NJ pf	117⅜	117⅛	117⅜	116⅝
200 St-Warner	73⅜	72⅜	72⅝	72⅝
700 Stromberg	59⅞	59⅞	59⅞	60
3100 Studebaker	52¼	51¼	51⅝	52
100 Symington	8¾	8¾	8¾	8½
100 Symington A	17¼	17¼	17¼	17
1100 Tenn Cop	11⅞	11½	11⅞	11⅝
6200 Tex Co	53½	53¼	53⅜	53⅛
900 *Tex Gulf S	133⅞	133½	133½	137½
300 Tex P Coal	14⅜	14⅝	14⅝	14⅝
600 Tex&Pac	54⅞	54½	54½	54½
40 Tex&Pac LT	935	925	925	969
200 Thompson	43½	43⅜	43½	..
200 Third Ave	39¼	39	39	39½
1100 Tidewater	34⅜	34¼	34⅜	34⅝
200 Tidewater pf	93⅞	93⅞	93⅞	93¾
500 Timken	50⅝	50⅜	50⅝	50½
2400 Trans Oil	4	3¾	3⅞	3¾
200 Un Bag & P	37½	37	37	37⅜
200 Un Carbon	83¾	83	83	83⅞
2100 Un Oil Cal	45¼	44⅞	45¼	44⅜
400 *Un Pacific	148½	147⅝	157⅝	150½
200 Un Pac pf	79⅝	79⅝	79⅝	79¾
900 Uni Fruit	109	108¾	108¾	108
700 UniRyInv	26	26	26	25⅞
100 *US CIP pf	104½	104½	104½	105
100 *US Hoffman	53½	50½	50½	50⅞
700 US Ind Alco	51	50	51	51
1500 US Realty	57½	56½	57	57
6600 US Rubber	54⅞	53½	53½	54⅞
500 US Rub pf	105¼	105	105¼	104⅜
300 US Smelt	37½	37⅜	37⅜	38
21900 *US Steel	124¼	123⅞	124	125
100 US Steel pf	127¾	127¾	127¾	..
600 Univ Pipe	19¼	19	19	19¼
100 Univ P pf	62	62	62	62
400 Util P&Lt A	31	30½	31	31
700 Va-C Ch nw	16½	16⅛	16¼	16
100 Va-C Ch 6%	50⅞	50⅞	50⅞	51
400 Va-C Ch 7%	95¾	94¾	94¾	95⅝
100 Va-CaCC	47	47	47	..
600 Vanadium	34	34	34	34¼
500 Vivaudou	30	29⅜	29¾	30
900 Wabash	42½	41⅞	42½	42
300 Wab pf A	73	72¾	72¾	72⅝
300 Waldorf	20⅜	20⅛	20⅜	20⅝
600 Walworth	13⅝	13⅜	13⅝	13⅜
500 Wardw Bk R	25	25	25⅝	25⅜
100 W Pen El A	93	93	93	93
1400 W Md	12½	12⅜	12½	12¼
1500 W Md 2 pf	19⅜	19¼	19½	..
800 W Pac pf	80	79⅞	80	79½
300 Westg A B	117	117	117	116⅞
300 Westg Elec	67¾	67¼	67¼	67¼
300 Wheeling	22⅞	22⅝	22⅝	22½
200 White Eagle	27⅝	27⅝	27⅝	27⅞
1300 White Mot	56¼	55¼	55⅝	55⅝
500 Wick Sp ct	1½	1½	1½	1½
12200 Willys-Over	23½	22⅝	22⅜	22⅞
100 Willys-O pf	94¾	94¾	94¾	94⅞
100 Wilson pf n	45	45	45	..
6700 Woolworth	146½	144⅝	145½	147½
200 Wor Pmp A	73	73	73	72
500 Wright Aer	31⅜	30½	31⅜	30⅝
300 Yale & T	67	67	67	66½
1400 Yel Truck	22	22	22	22⅜
300 Youngst'n	75	74¼	74¼	74⅞

RAILWAY EARNINGS

MINNEAPOLIS & ST. LOUIS

	1926	1925
April gross	$1,135,487	$1,025,020
Net op def	196,028	331,343

UNDERTONE OF LEATHER MART NOW STRONGER

Inquiry Better and Upward Price Trend Is Anticipated

There is a strong undertone in all leather markets, though actual advances have not been reported as yet. An actual increase in the movement of sole leather may not be noticeable up to date, but buyers do not ignore the fact that an upward trend may soon develop into a material advance before the demand reaches a point of actual activity.

Although oak sole leather tanners continue bookings of small lots, sole cutters and shoe manufacturers are daily making inquiries regarding conditions likely to affect their future needs.

Choice tannages of oak backs, tannery run, are offered at 40@42c. Regular tannages are 38@40c. Scoured oak backs, as they run, are 46@48c.

Selected oak bends, for the finder's trade, are listed at 60@70c. Texas X bloom ends are 75c.

Oak offal is beginning to show an improving trend. Rough double shoulders are much inquired about, but no large sales were recorded. Latest quotations were 42@44c, though it is now rumored that a sizable lot was obtained at 41@42c.

Headless single shoulders are moving at 28@30c, though a few choicer lots were sold at 34c. Prime bellies are selling at 27@28c. Heads are active at 15@16c, the supply getting low.

Sole Prices Strong

Union sole leather is moving well in all grades and prices are strong. Heavy packer steer backs bring 41@42c. Medium weight steers are 40@41c. Packer cow backs are 40c and country hide backs 38c. Selected bends, all weights, are are 51@53c.

Union offal has been quiet of late, although the better sort are in no great supply. Shoulders, No. 1 grade, are selling at 28@30c and prime seconds are obtainable at 27c. Bellies are firm at 24c. Heads are selling at 15c, with the supply showing a weekly depletion.

New business on staple lines of full grain chrome calf skins is fair, even the plump weights having a rather spotty demand. Quotations are firm, choice selections of either boarded or smooth skins selling at 44@46c. Medium grades of the same are procurable at 40@42c.

Novelty grains are quite active, somewhat to the detriment of the call for light weight tans and browns. Quotation are firm, the fine selected skins selling at 50@54c. The medium grades at 48@49c, are moying readily. Reptile grains hold their popularity.

Side Leather Situation

Tanners of side upper leather report conditions quite encouraging. The steady movement of standard tannages during the last two weeks, though mostly for medium to small sized lots, with the sentiment of buyers decidedly optimistic, has given a feeling of confidence that trading will improve from now until the end of the fall demand is reached. While there has been no marked advance in the quotations, the tone of the market is unquestionably strong.

Choice colored snuffed leather is selling at 26@28c and prime mediums at 24@25c. The lower grades are the more active, however, offerings having the wide range of 18@22c. There is quite a call for novelty grain finishes in the better and medium grades which are listed at 28@32c.

Elk leather moves slowly in the top selections, but there is always something doing in the lower grades quoted at 15@20c. The medium qualities are fairly active at 22@26c, with the selected grades dull in movement from 28@34c. Bark and combination tannages are quiet, due to the falling off in the demand for heavy work shoes.

Patent Leather Steady

Japanners of shiny leather report daily bookings of new business, with some sizable transactions for future delivery in abeyance. Although the demand for repute and other novelty grains has cut into the consumption of patent leather, it is still in the race.

Choice patent sides, standard tannages, are listed at 38@40c. Sides of large measurement at 34@36c.

The finer selections of kip sides are moving at 40@46c, according to weight, spread and tannage reputation. The lower grades of chrome and bark tannages are quiet at present, but both will improve as cutting of fall footwear orders becomes general.

Were it not that tanners had followed the demand for fancy finishes, conditions would be dull in the split market. These fancy effects are practically limitless, prices ranging from 16 to 20c. Shoe lining splits are having a steady call, the top grades being obtainable at 12@14c, with seconds selling at 19@11c.

Sheepskin Mart Improves

The sheepskin market, as a whole, shows an improving trend. Chrome sheep is still in the rut of dullness, with prices easy. White and colors are listed at 18@22c for the top grades, and 14 to 16c for the seconds.

Ooze sheep, for novelty manufacturers, is obtainable at 18@22c. That used for shoe quarter linings, top grades, is 16@18c. Medium selections are 11@15c, with the cheaper sort quoted at 8@10c.

The call for russet sheep is only ordinary. Choice grades are offered at 16@19c. Medium selections are 11@15c, with the cheaper sort quoted at 8@10c.

Colored sheep, combination tanned, of the better grades, is listed at 18@20c, mediums 16c and the lower grades 13@15c.

The demand for glazed kid is a bit more quiet. Colored kid monopolizes the attention of the trade, the spring business in that leather being quite sharp at times.

The popular shades of kid are still quoted around 70 to 85c for the choicer selections. As for the costlier grades, prices are now listed from $1.25 to $1.40, with small fine skins finished in gold and silver quoted from $1.50 to $2 a foot.

First grades of blacks and colored skins are selling at 60@70c, but a well selected medium grade is obtainable at 35@50c. The cheaper sort, mostly black, is still active in the sales with quotations ranging from 16 to 22c.

NO DEPRESSION IN SIGHT, SAYS BANK

NEW YORK, June 1—The Guaranty Trust Company finds that the moderate decline in domestic trade and industrial activity has continued in recent weeks, the most conspicuous instances of this tendency in basic industrials being in iron and steel, building and automobiles.

Certain branches of textile manufacturers also have failed to maintain the pace of early spring. The downward movement of activity however, while distinctly visible, the bank states, is by no means alarming. "It is evident that no general depression exists and present conditions fully warrant belief that none is in prospect."

LONDON QUOTATIONS

LONDON, June 1—Consols for money today were 55⅛. De Beers 15⅜ and Rand Mines 2⅜. Money, was 4 per cent and discount rates, short and three months' bills 4⅛ per cent.

STOCK MARKET PRICE RANGE OF LEADING CITIES

For the Week Ended May 29, 1926

CHICAGO

STOCKS

Sales		High	Low	Last	Net ch'ge
1160	Adams-Royal	27⅝	27½	27¾	— ⅛
470	All Am Radio	97½	9	9½	+ ½
95	Am Pub S pf	94¼	93¼	94¼	+ ½
250	Am P Ut pf	88	87	87½	— ½
20	Am Shipbldg	70¾	70¾	70¾	+ ¾
1165	Am Sta Ut A	3	2½	3	+ ⅛
865	do B	2½	2½	2½	
485	do war	2¼	2¼	2¼	
1670	Armour Co A	14⅞	13⅝	14½	— ⅛
425	do B	6¼	6	6⅜	+ ⅛
660	Armour pf	86	84	85⅝	— ⅛
106	Armour Dl pf	94	92	94	+ ⅜
314	Armour Lea	2½	2½	2½	— ⅛
110	Asso Invest	35⅜	35½	35½	
5025	Auburn Auto	51	48	50½	+ 1⅛
5065	Balabn & Ktz	74	71½	73½	+ 1⅛
20	do pf	100	100	100	
10	Bvrbd pf	91	90¼	91	+ ⅛
1875	Bendix Corp	36	36	36	
25	Boone W Mls	9½	27¼	29¼	+ 1½
1705	Borg & Beck	32¾	32	32¾	
1165	Brachs & Sns	31	29½	30¾	+ ⅜
600	CtPSDel wi	14⅞	13⅞	14⅝	+ ⅞
113	Ct Ill P S pf	88	87¼	88	
80	Ct S W Ut pf	91	90¼	91	+ ⅛
110	CtSUpr In pf	95	94	94	
1355	do war	17½	13½	17½	+ 4
500	Ch C & C Rys	⅝	½	½	
110	CC&CRys pf	3¾	3¾	3¾	
30	Chicago Fuse	302	302	302	
20	CNS&MRR	40	40	40	
30	do pf	75	74	75	
100	Chi Rys Ser 2	⅞	⅞	⅞	
975	Smwith Edis	141½	138⅝	141	+ 2
5960	Consum Co	6¾	6¼	6½	— ⅛
685	Consumers pf	76	76	76	
220	Cont Mot	10¾	10⅛	10⅜	+ ⅜
680	Crane Co	55½	55	55	— ¼
10	do pf	115½	115½	115½	— ½
545	CrnWPap pf	98½	98½	98½	
170	Cuneo Pr A	48	47½	48	+ ½
265	Deere & Co pf	107	106	107	+ 1
40	Dia Match	120	117	120	+ 2
925	El Hshold	17	16¼	17	+ 1
2200	Elec Res Lab	10¾	9½	9¾	+ ¼
65	Evans Co	26	26	26	+ 1
132	Fair Store	29	28½	29	+ ¼
51	do pf	105	104½	104½	— ¼
450	Fitz-Connell	29	26½	29	+ 2½
160	Foote Bros	10¼	9½	10	+ ½
15	Gill Mfg	3½	3½	3½	
895	Gt Lks Drdg	145	135	142½	+ 9
150	Godchaux	2¼	⅞	1	
640	Gossard	33½	33	33½	+ ¾
100	Grief Bros	37	37	37	
100	Hammerhill P	34	34	34	
120	Hart S & M	111¼	111	111¾	— ½
25	Hupp Mot	19½	19½	19½	— ½
2350	Ill Brick Co	45½	44	45¼	+ 1¼
20	Ill No Util pf	91	91	91	
245	IndP&LtUtpf	95¾	95¼	95¼	— ⅛
110	Jaeger Mach	25	24½	25	— ¾
450	Kellogg Swit	32¼	31⅜	32	+ ⅜
30	Ken Hl El pf	93	93	93	
4715	Kraft Cheese	63½	57	62½	+ 5½
4295	La Salle Ext	9½	9	9	— ⅛
1000	Libby-McN	8⅝	7¾	8¼	+ ⅛
500	McCd R&M A	39	38	39	+ ½
4267	Mid Wst Util	114	110¼	113⅜	+ 3¼
373	Mid W Ut pf	104½	104	104½	+ ¼
2428	M W U pr pf	117	115⅜	117	+ 1¼
10	Mid Stl Pr	42¼	42¼	42¼	+ ¼
290	Mid Ut pr pf	98¾	98½	98¾	
25	do pf A	96	96	96	— 1
145	Mtg Wst Cl	111	110	111	+ 1
1260	Morgan Litho	57	56	56¼	
335	Nat Leather	3	2¾	2¾	+ ⅛
450	Nat Stndrd	27½	26¾	26¾	— ⅛
245	No Am Car	28	27	28	— ¼
110	Norwst Nt pf	94¼	94¼	94¼	+ 1¾
860	Oil-a-Matic	18	17¼	19	
2485	Omnibus	19½	17	19¼	+ 3½
300	Pa Gas & El	19½	19	19½	— ⅛
200	Pk Bart pf A	19	19	19	
200	Pines Winterf	43	43	43	— ⅛
25	Pub Svce	131	128¾	131	+ 1
80	do 8% pf	102	102¼	102	+ 1½
20	do 7% pf	114	114	114	
286	Pub Svc no pf	133	133	133	+ 3
65	Quak Oats pf	106½	106¼	106¼	— ⅛
1200	Real Silk Ho	40¾	39½	39½	
100	Reo Motor	20	20	20¼	
50	Ryan Car	12⅝	12¾	12¾	— ¼
100	Sprague Sells	30	29	30	
159	SWG&E pf	96	94	96	
100	So Col Po A	22½	22¼	22½	
2600	Stewart Wrnr	72⅝	69⅝	72¼	+ 2¼
1110	Swift & Co	113⅝	112¼	113⅝	+ 2¼
9484	Swift Intl	17⅝	15½	17	+ ⅞
500	Tnpson (CR)	43¼	43	43¼	— ⅛
1535	Un C & C	83½	82¾	83½	+ ¼
6420	Unit Biscuit	43½	42¾	43	+ ½
125	Un Pap Board	24½	24	24	+ ⅛
525	Un L&P A	14½	13⅜	14½	+ ¼
50	do B	16½	16½	16½	— ¼
455	do pf A	86	85½	86	+ ⅛
140	do pf B	49	48	49	+ 2⅜
385	US Gypsum	138	133	138	+ 7
30	Ut P&Lt B	15½	15½	15½	
400	Vesta Battery	10	9	9⅝	+ 1⅛
100	Wolff Mfg	7¾	7¾	7¾	
320	Wolv Cement	6	6	6	
580	Wrigley	51	50½	50¼	— ¼
725	Yates Mach	27⅜	27½	27½	
1360	Yel Tr&Coach	22⅜	20¾	22⅜	— ⅜
390	Yellow Taxi	44	43½	44	

BONDS

$27000	CC&CR5s'27	49	48¾	49	+ 1
15000	CCRist5s'27	73½	72	73½	+ 1½
1000	CGL&C5s'37	102¾	102¾	102¾	
21000	CRyIst5s'27	74	71¾	74	+ 2
14000	CRSerB5s'27	30	30	30	— 1
54000	Hou G6½s'31	99	98	99	+ ½
5000	LouIce5s'43	97½	97½	97½	
10000	MSRist4s'38	73	73	73	
8000	NwsElIst5s	80½	80½	80½	
15000	OldDom5s'51	94½	94	94½	
2000	PRNorIl5s'56	00¼	00¼	00¼	+ ⅛
5000	SWUI6s'56	97½	97½	97½	

MONEY MARKET

Current quotations follow:

Call Loans—	Boston	New York
Renewal rate	5%	5%
Outside com'l paper	4¼@4½	4¼@4½
Year money	4¾	4¾
Customers' com'l loans	4½@5	4½@5
Individ. cus. col. loans	4¾@5	4¾@5

	Today	Previous
Bar silver in New York	65c	65c
Bar silver in London	30½d	30⅝d
Bar gold in London	84s 11½d	84s 11½d
Mexican dollars	49¾c	49¾c

Clearing House Figures

	Boston	New York
Exchanges	$83,000,000	$918,000,000
Year ago today	80,000,000	
Balances	46,000,000	111,000,000
Year ago today	31,000,000	
F. R. bank credit	43,777,055	103,000,000

Acceptance Market

Prime Eligible Banks—

30 days	3⅛@3⅜
60 days	3⅛@3⅛
90 days	3⅛@3⅛
4 months	3⅜@3½
5 months	3½@3⅝
6 months	3⅝@3¾

Non-eligible and private eligible bankers in general ¼ per cent higher.

Leading Central Bank Rates

The 12 federal reserve banks in the United States and banking centers in foreign countries quote the discount rate as follows:

Atlanta	4%	Bucharest	6%
Boston	4	Budapest	7
Chicago	4	Copenhagen	5½
Cleveland	4	Helsingfors	7½
Kansas City	4	Lisbon	7
Minneapolis	4	London	5
Dallas	4	Madrid	5
Philadelphia	4	Prague	7
New York	3½	Riga	8
Richmond	4	Rome	7
San Francisco	4	Sofia	10
St. Louis	4	Stockholm	4½
Amsterdam	3½	Swiss Bank	3½
Athens	10	Tokyo	7.03
Bombay	4	Vienna	7½
Calcutta	5	Warsaw	12
Paris	6	Oslo	5½
Berlin	7	Brussels	7

Foreign Exchange Rates

Current quotations of various foreign exchanges are given in the following table, compared with the last previous figures:

Sterling:	Current	Last Previous	Parity
Demand	$4.86¼	$4.86¼	$4.8648
Cables	4.86⅜	4.86⅝	4.8648
French francs	.0228	.0221	.193
Belgian francs	.0315	.0309	.193
Swiss francs	.1937½	.1936	.193
Lire	.0381	.0378	.193
Marks	.2381	.2380	.238
Holland	.4020	.4016	.402
Sweden	.2677	.2676½	.268
Norway	.2196	.2170	.268
Denmark	.2634	.2630	.268
Spain	.1510	.1513½	.193
Portugal	.0517	.0517	1.08
Greece	.0128	.0131	.193
Austria	.1414	.1412	.1407
Argentina	.4018	.4012⅜	.4245
Brazil	.1520	.1510	.3244
Poland	.1000	.1000	.1930
†Hungary	.0141⅛	.0141¼	.203
Jugoslavia	.0176⅝	.0176⅝	.193
Finland	.2523	.0253	.193
Czechoslovakia	.0296⅜	.0296	.2026
Rumania	.4375	.4050	.193
Shanghai(tael)	.7200	.7200	1.0832
Hong Kong	.5525	.5525	.78
Yokohama	.4712½	.4712½	.4866
Uruguay	1.0090	1.0250	1.0342
Chile	.1205	.1205	.385
Peru	3.52	3.64	4.8685
Canadian Ex.	1.00⅛	1.00⅛	1.00

†Per thousand.

METRO-GOLDWYN PROFITS

Metro-Goldwyn Pictures Corporation reports profits of $1,465,667 for the 12 weeks ended May 8, after expenses but before Federal taxes.

CLEVELAND

STOCKS

Sales		High	Low	Last	Net ch'ge
40	Bulkley Bl pf	70	70	70	
93	Cent Stl pf	107¾	107¾	107¾	
510	City Ice & Fu	24¼	24	24	
50	Cl Au Mch pf	40	40	40	+ 3
30	Cl-Eldrs Sup	35	35	35	+ ¼
30	Cl-Cliffs Iron	73	72½	73	
95	Cl E Ill 6% pf	106	106	106	+ ½
481	Cl Railway	97	96¼	97	+ 1
200	Cl Stone	166	165	166	+ 1
42	Cl Trust	291	290	290	— 1
37	Edwds W pf	95	95	95	
50	Elect Control	55	55	55	— 1
410	El Vacuum pf	110	110	110	
225	Firestone	104½	103¼	103¾	— 1
253	do 7% pf	98	97⅝	98	
30	Gen Tire pf	108	106½	106½	— ½
11	Glidden P pf	89	89	89	
100	Goodrich pf	98	98	98	— 1¼
107	Grass Ch pf	102¾	102	102	— ¾
50	Gt Lks Tow	70	70	70	
55	do pf	97½	97½	97½	
23	Halle Bros pf	105⅝	105⅝	106⅝	— ⅝
285	Hanna MA pf	45	45	45	
478	India Tire	30	30	30	— 1¼
400	Indust Rayon	11	10¾	11	— ⅛
89	Interlake SS	93	92	93	— ⅛
425	Jaeger Mach	24⅞	24¾	24⅞	
75	Lke Sh El Ry	3	3	3	+ ⅛
15	Loews Oh pf	97	97	97	+ 2
104	Miller Rub pf	99¾	99	99	— 1
100	Murray Ohio	4	4	4	
15	do pf	96	96	96	+ ½
225	Natl Refining	38	37¾	37¾	— ⅛
120	NOP&L 6% pf	77¾	77	77¾	+ 1¾
89	Ohio Bell pf	109	109	109	
40	Ohio Brass B	76½	76	76	+ 1
650	Otis Steel	9	9	9	
2135	Peerless Mot	28¾	27	28	— ¼
77	Richman Br	145½	145	145¾	
100	River R Pap	6¾	6¾	6¾	
160	Selberling Ru	20½	19⅝	20¼	+ ½
505	Sherwin-Wms	39	38½	38¾	+ ½
28	do pf	106¾	106¾	106¾	— ¼
50	Sparks-Withn	10	9	10	— 2½
22	Stahl HA pf	65	65	65	+ 6¼
149	St Text A pf	45	42	42	— 1
185	Stearns Mot	7	6¾	7	
250	Steel Prod	98	98	98	+ ⅛
295	Telling-R V	38½	36¾	38½	+ 4
345	Trumbull Stl	9¾	9½	9¾	— ⅛
250	Union Metal	41	40¾	41	
50	Union Mtge	45	43	43	— 3
20	do 1st pf	79	79	79	— 1
30	Un S & L	170	170	170	
65	Un Trust	220½	220	220½	+ ½
33	Van Dorn Ir	13	13	13	
100	do pf	91½	91½	91½	

BONDS

$2000	Cl Ry 5s '36	99	99	99	

CINCINNATI

STOCKS

Sales—		High	Low	Last	Net chg
143	Am L Mac	112¾	112⅝	113¼	+ ¾
14	Am Laun pf	125¼	125	125	+ ¼
511	Am Prod pf	25½	24½	25	+ ½
1084	Am Roll Mill	50	48¾	49⅞	+ 1
4	do pf	42¼	42	42	— ¼
100	Buckeye Inc	32	30½	30½	— 1½
30	Carey Phillip	175¼	175	175	
89	Churngold C	56	55	55½	+ 1½
4	CNO & TC	307	302	307	
587	City I & Fuel	23¾	23¾	23¾	+ ¾
91	Cooper n pf	102	100½	102	+ 2
909	Eagle Picher	27	26¾	26¾	+ ⅛
15	do pf	110	110	110	+ 1
34	Early & Dan	46	45	46	
4	Exc Sh pr pf	101	101	101	
160	French B deb	15	15	15	+ ½
95	do und	15	15	15	
10	do pf	91	91	91	
6	Formica	24½	24½	24½	
165	Glant Tire	35¾	33	35¾	+ 2½
243	Gibson Art	37¾	37½	37¾	+ 2½
53	Glo Wer und pf	97	97	97	
20	Gruen Watch	38¾	38½	38½	
60	Hatfield pf	102	101½	102	
52	Kahn SES 1pf	104	101	102	— 1
182	do partic	45	43½	44	— ¼
25	Kodel Rad pf	20¼	20¼	20¾	— ¼
178	Kroger	114½	112¾	112¾	— 2
24	Kroger n pf	112	112	112	—
65	Paragon con	6¾	6¾	6¾	
708	Proc & Gam	160	157¾	159¾	+ 2
24	do 6% pf	112¼	112	112	
175	Pure O 6% pf	96½	96	96	+ 2¾
65	do 8% pf	106¾	106¾	106¾	+ ⅞
30	US Can pf	102¾	101¾	102½	
25	US Pi Card	136	136	136	
41	US Pr & Lith	87	85	86	
1	do pf	98¾	98¾	98¾	— 1¼
100	US Shoe	49	48¾	49	+ ⅛
10	Fif-Th Un	318	318	318	

PUBLIC UTILITIES

313	Cin&S Bell T	33	32¾	33	+ ¼
184	Cin G & E	90½	90	90¼	+ ¼
170	CN&C L&Tr	86¾	86	86½	+ ½
17	do pf	66¼	66¼	66¼	
170	Ohio B T pf	109¼	109¼	109¼	+ ½
145	Cin Str Ry	34½	33¾	34	— ⅝
50	Ohio Tr (dep)	7¼	7¼	7¼	+ ⅛
35	do pf (dep)	72	70	70	— 2½

PHILADELPHIA

STOCKS

Sales		High	Low	Last	Net chge
7948	Am Stores	69¾	67	69¾	+ 2¾
340	Congoleum N	16¾	16	16¾	+ ⅛
415	Dodge Bros A	24⅝	22¾	24⅝	+ 1⅝
465	Gen Asph	67½	63¾	67½	+ 4¼
120	Hudson Mtrs	64⅜	61⅜	64¾	+ 1
767	Ins Co N A	52½	51½	52	+ ½
600	Lake Sup	24	23	23½	
6988	Leh Nav	116	110	113½	+ 3⅝
450	Lit Bros	26⅝	25½	25½	— ⅝
270	Man Rubber	3	2¾	3	
380	Maryland Oil	58¾	56⅞	58¾	+ 1⅛
16200	Pa R R	52⅝	51⅝	52⅛	+ 1
1055	Phila Co	74	72½	73¾	+ ¼
713	Phil R Tran	54½	54	54¼	
16480	Phil El	46⅞	45⅝	46¼	+ ⅜
623	Phil El Pw	40	4	4¼	+ ⅜
411	Phil & Westn	15	14¾	14¾	+ ⅜
895	Sinclair C O	23¼	21¾	23¼	+ 1½
2665	Stanley Co	58	57⅜	58	+ ⅛
3560	Ton Bel	3¼	2⅞	3¼	+ ⅛
950	Ton Min	5½	5¼	5½	+ ⅛
21637	Un Gas Imp	102⅞	98¾	102½	+ 4¼
1579	Un Trac	40⅝	40⅜	40⅝	— ½

BONDS

$31400	AmG&E 5'07	101	97½	100½	— ½
14100	El & P 4s '45	62	60½	62	+ 1
5000	Key Tel 5s'35	91¾	91¾	91¾	— ¼
39000	LehNC 4½'24	100¼	99	100¼	+ ⅞
2000	PeoPR4s tc'43	64	64	64	
2000	PennRR 7s'30	107⅝	107⅝	107⅝	
30000	PhilE 1st5s'66	104⅛	103¼	104⅛	+ ¼
11000	do 5s '60	103¼	103¼	103¼	— ⅛
1000	do 5½s '47	107½	107½	107½	
5000	do 5½s '53	107½	107½	107½	
2000	do 6s '41	107⅜	107⅜	107⅜	— ⅝
27000	PhilEP 5½'72	102⅜	102¾	102⅜	— ⅝
11000	Un R 4s tc'49	61	60	60¾	— 1

PITTSBURGH

STOCKS

Sales		High	Low	Last	Net ch'ge
119	Ab W Gl Mch	68	67½	67½	— ⅝
55	do pf	87	86¾	86¾	— ⅛
2345	Ark Nat Gas	6⅛	5⅝	6⅛	+ ⅛
100	Blaw-Knox	52	51⅞	51⅞	— ⅛
115	Carnegie Met	17	17	17	
27	Cit Trac pf	101	101	101	+ ½
225	Devonian Oil	14	13¾	14	+ ⅛
3440	H'ston G Gas	10	9	9	+ ⅛
896	Lone St G C	31½	30½	31	
30	Nat Fireproof	12	12	12	
290	do pf	33	33	33	
7852	Ohio Fu Cor	33¾	33¾	35⅞	+ 2⅛
335	Okla Nat Gas	29⅞	29¾	29⅞	+ 2⅛
39	Pgh Coal pf	73	73	73	
95	Pgh Pl Gl	280	278½	280	
50	Salt Ck C Oil	8⅞	8⅝	8⅝	— ⅛
10	St Pt Gl pf	26	26	26	
60	St Pl G pr pf	77⅝	77	77⅝	— ⅛
206	Stan Sanitry	102	100¾	102	+ ⅛
10	do pf	116	116	116	
25	W P Rys pf	93	93	93	+ ⅛
430	W Air Brake	117	112	117	+ 7½
35	W El & Mf	66⅝	66⅝	66⅝	+ ⅝
50	Pgh TWH&T	29	29	29	— 1
40	Rich&Boyn pf	38	38	38	— ½
16	Wstn El pf	80	80	80	
7	Mon Nat Bk	315	315	315	— 5

BONDS

$2000	W Penn Tr 5s	86½	86½	86½	+ ¼

DENVER

STOCKS

		High	Low	Last	Net chge
Amal Sug		2½	2½	2½	
Amal Sug pf		89	89	89	
Ideal Cement		70	70	70	
Ideal Cement pf		107	107	107	
Holly Sug		30	30	30	
Holly Sug pf		77	77	77	
Mountain Sts T&T		114½	114	114	— ½
Nev Cal		20	20	20	
Nev Cal pf		94	94	94	
Holly Oil		4⅞	4⅞	4⅞	
Hump Corp		28	28	28	— 1
Mtn Prod		25	24¾	25	+ ⅝
New Brad		6	6	6	
Salt Creek cons		8½	8¼	8½	
Salt Creek Prod		31	30¾	31	+ ⅛

BONDS

Colo Hgys 5s		105	105	105	
Denv Na4½sopt'28		100	100	100	
Denver Sch 5s		105	105	105	
DenverTrmIst6s'27		98	98	98	
D&Elst&GM5s		98	98	98	
D G and E RSF 5s		94	91	94	
NevCalE6sA'46		101½	101½	101½	
NevCalE6sB'50		101½	101½	101½	

SALT LAKE CITY

STOCKS

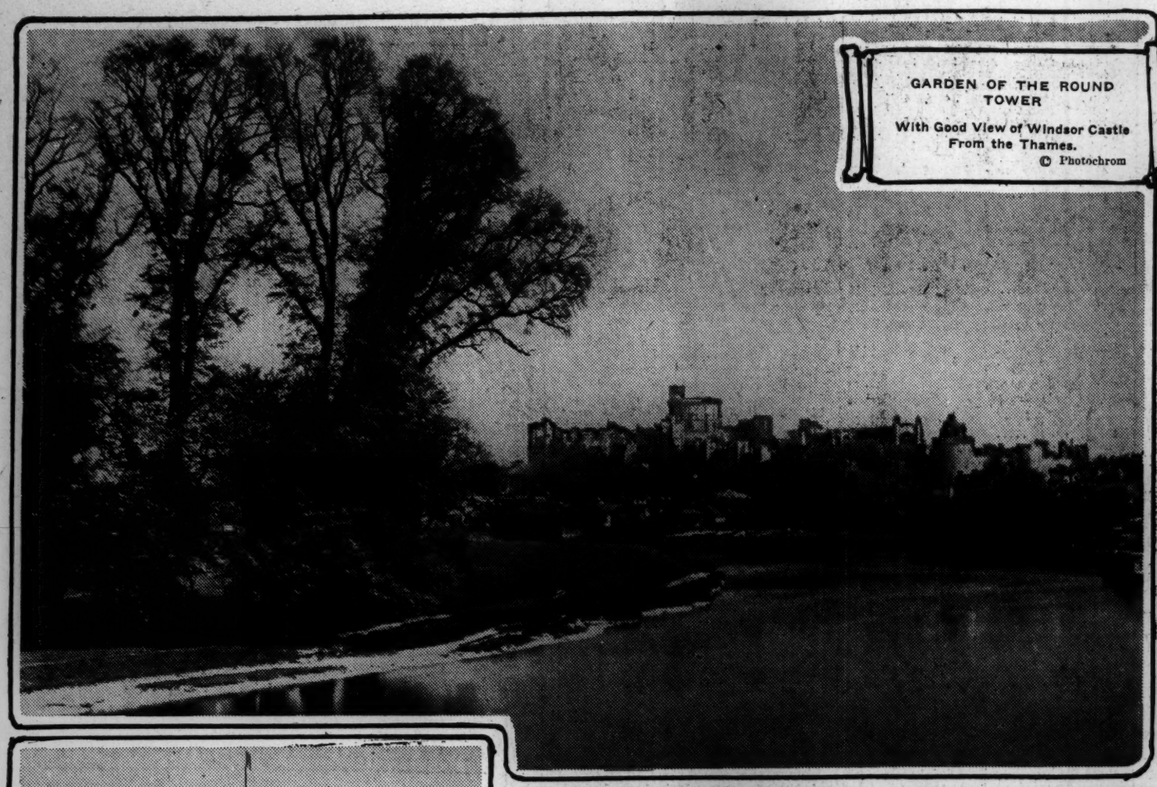
Sales		High	Low	Last	Net Chg.
1035	Silv King Coal	7.80	7.65	7.70	—.10
1111	Mammoth	2.80	2.80	2.80	
2000	Park Utah	6.00	5.95	5.95	+.05
944	Walker	.55	.45	.55	+.10
2320	Tintic Stand	12¼	12¼	12¼	— ⅛
2320	Titanir Stand	12½	12½	12¾	— ⅛
	Keystone	.45	.45	.45	—

LOS ANGELES

STOCKS

Sales		High	Low	Last	Net ch'ge
101	Americomcl	202½	202	202	—2
1715	Bancitaly	79¾	79¼	79¼	— ¼
271	Bk of Italy	460	459	460	
194	Cal Del Fms	9¾	9¼	9¼	+ ½
12	First Nat Bk	402	402	402	
404	Gilmore Oil	11	11	11	
70	Globe G & M	56	55	55	—1
10	do pf	98	98	98

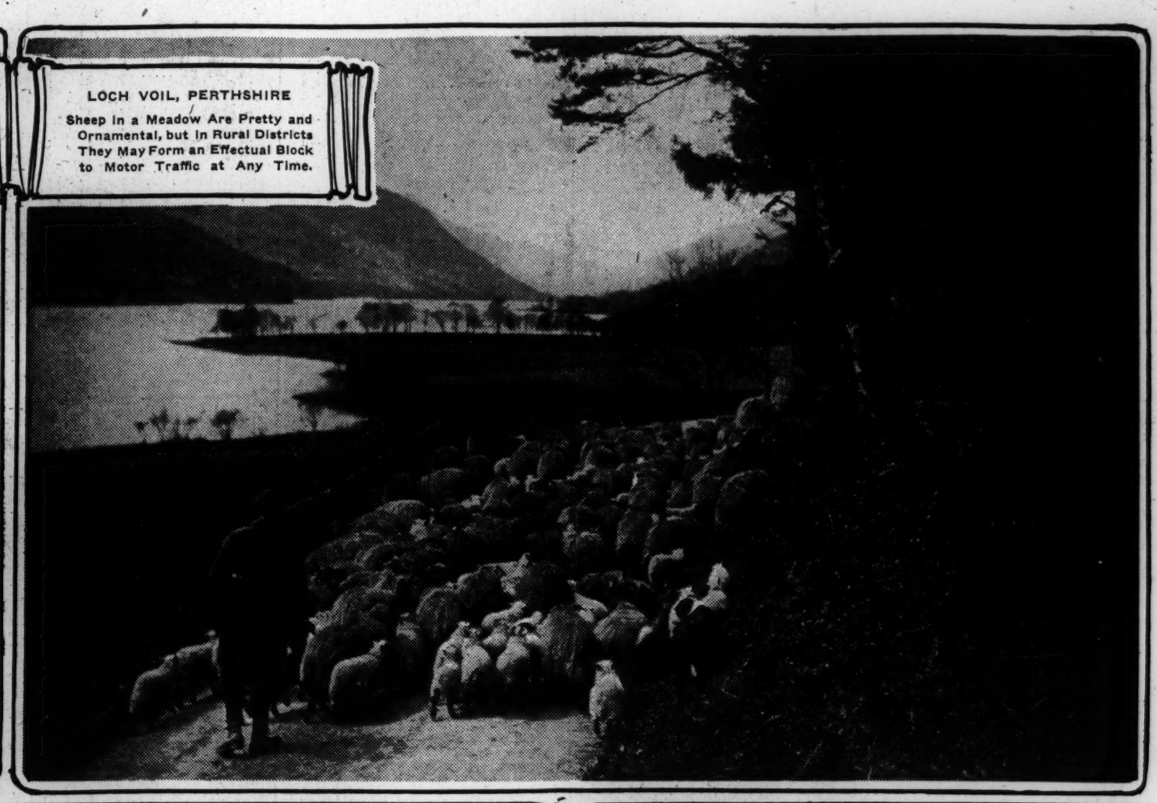
Charming Glimpses of British Scenery That Attract Visitors by Their Quaintness



GARDEN OF THE ROUND TOWER

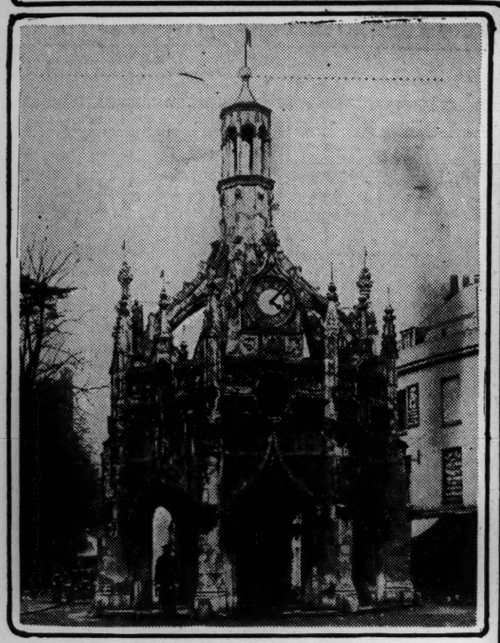
With Good View of Windsor Castle From the Thames.

© Photochrom



LOCH VOIL, PERTHSHIRE

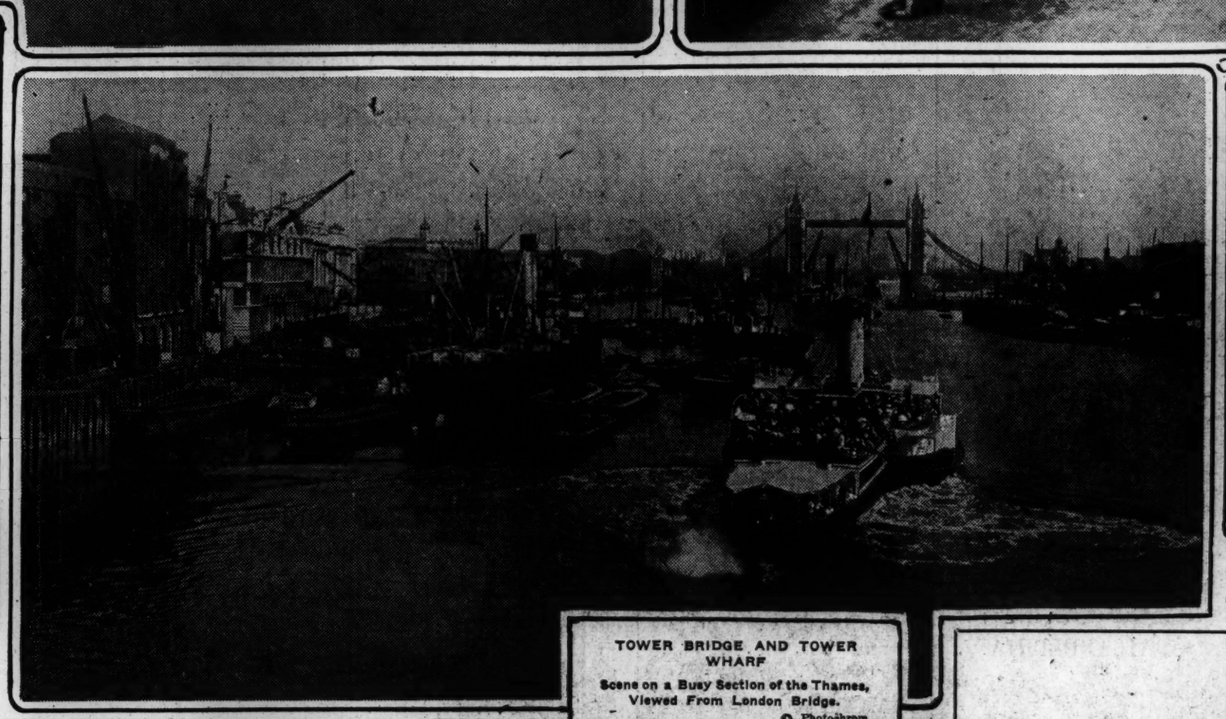
Sheep in a Meadow Are Pretty and Ornamental, but in Rural Districts They May Form an Effectual Block to Motor Traffic at Any Time.



CHICHESTER MARKET CROSS

Erected in the Fifteenth Century at the Intersection of Two of the Principal Streets of the City, Which Was Called Regnum by the Romans.

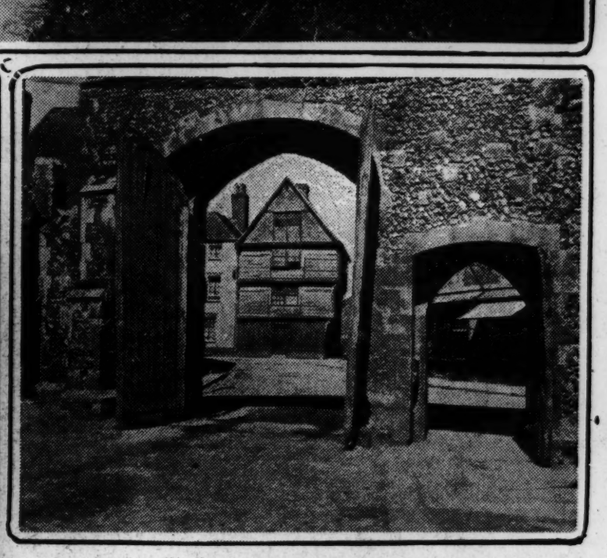
© Herbert Felton, London



TOWER BRIDGE AND TOWER WHARF

Scene on a Busy Section of the Thames, Viewed From London Bridge.

© Photochrom



A BIT OF OLD CANTERBURY

At Entrance to King's School, Glimpsed Through the Cathedral Precinct Gates, Leading to the "Dark Entry."

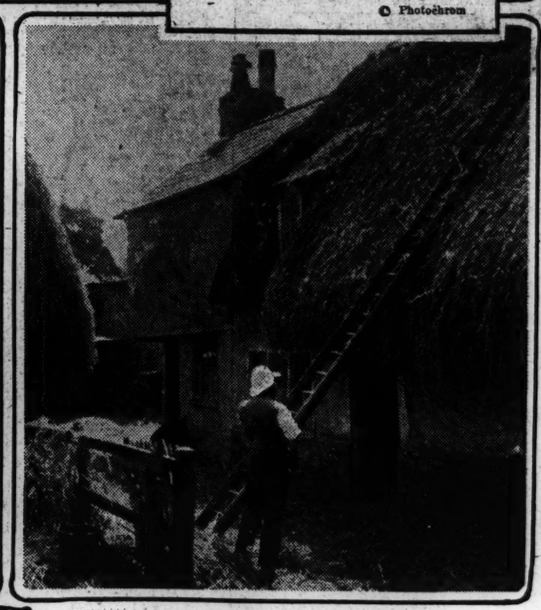
© Official Press Bureau



IRISH COTTAGE HOMES

Situated on the West Coast, Displaying the Thatched Roofs and Bleak Outlook.

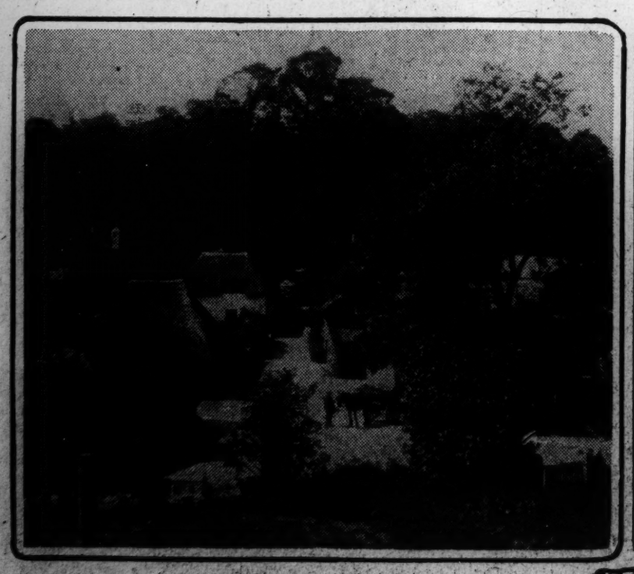
© E. H. Newman



THATCHING ROOF IN RURAL ENGLAND

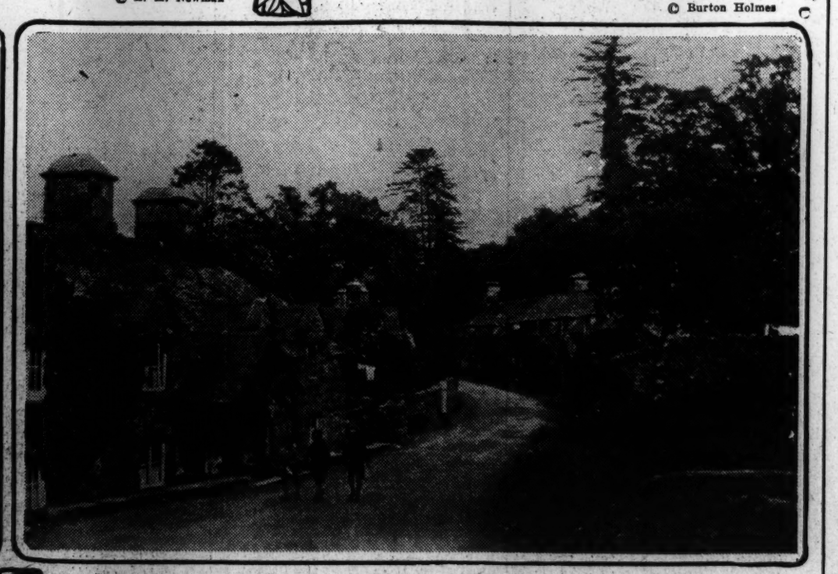
The Quaint Roofs in a Country Village Add Much to the Picturesque Aspect of English Farmhouses.

© Burton Holmes



COCKINGTON VILLAGE

A Restful Spot in Devonshire, With Old-Fashioned Customs and Old-World Charm.



A STREET IN DOLGELLY

This Place, Also Called Dolgellen, Is the Chief Town of Merionethshire. It Is at the Foot of Cader-Idris, From Which Mountain Splendid Views, Perhaps the Finest in Wales, Can Be Obtained.



Add the charm of beautiful lighting to your home

RIDDLE Fitments have now become widely accepted as the standard of residential lighting. They provide correct illumination and enrich the appearance of the interior through their beauty of design and decoration. With a wealth of experience to draw on, the Riddle designers and artisans have succeeded in creating styles that have set the style in modern home lighting equipment .... You can easily have these artistic Fitments in your home. They are available through Authorized Riddle Dealers selected for their ability to aid you in a practical way in making a suitable selection. The prices are reasonable in the extreme, ranging from $4 to $37.50, comprising pieces for all the major rooms and for outdoor use. These prices are for complete fitments, ready to install, but not including Mazda lamps. And the Riddle name is an assurance of the standard quality, the authentic style, and the permanence of the colorful decoration....



Many builders are now installing Riddle Fitments in homes offered for sale on account of their decorative qualities and the standard value which they represent. A Riddle installation is proof that the builder believes in using building materials and equipment of recognized established merit.

Old style lighting fixtures can also easily be replaced by Riddle Fitments. The change is made without the slightest inconvenience or difficulty ..... Some new Riddle Fitments embodying the use of heavy wrought iron are especially interesting from a decorative standpoint. These as well as other Riddle styles are admirably adapted to the new pearl gray Mazda lamps .....The name of a nearby Authorized Riddle Dealer, and illustrated folder, will be sent on request to The Edward N. Riddle Company, Toledo, Ohio.

Riddle

DECORATIVE LIGHTING FITMENTS

GREAT BRITAIN
Its Industries and Outlook

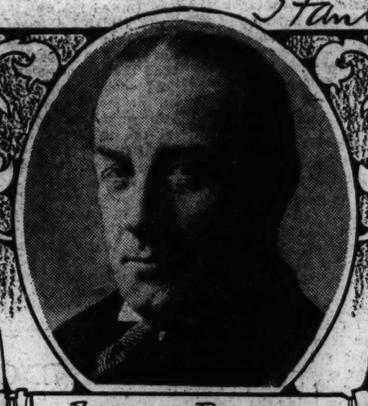
Stanley Baldwin's Message to America
An Appreciation from the British Prime Minister

I AM GLAD to have this opportunity of expressing to the American people the gratitude and appreciation which we in Great Britain feel for the sympathy and understanding which they evinced for us on the occasion of the great crisis which recently threatened us. The general strike is over, and the cause of democratic government has been vindicated. The problem of the coal industry still remains, but I am confident that the same Anglo-Saxon forces of sanity and reason which brought the general strike to an end will again prevail in the near future. Great Britain will then be ready, by means of the industrial and economic mechanism described in the supplement of The Christian Science Monitor for which I have been asked to contribute this message, to continue to play her part in restoring the world to that condition of financial stability and economic prosperity which is still a prime essential for its final recovery from the shock of the war.

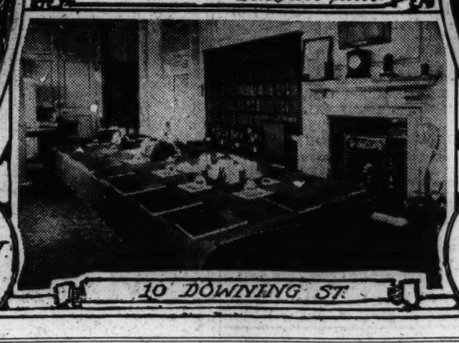
Stanley Baldwin



KING GEORGE V. Underwood photo.



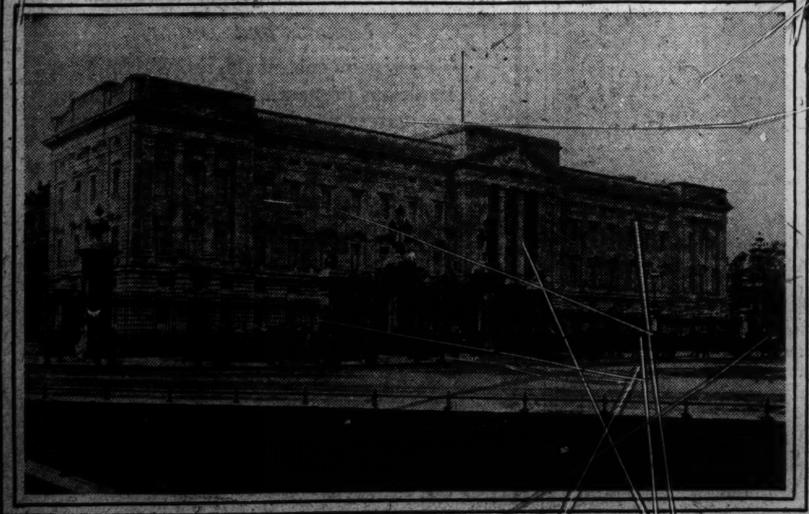
STANLEY BALDWIN Lafayette photo.



10 DOWNING ST.



QUEEN MARY E. O. Hoppe photo



BUCKINGHAM PALACE

Britain to America

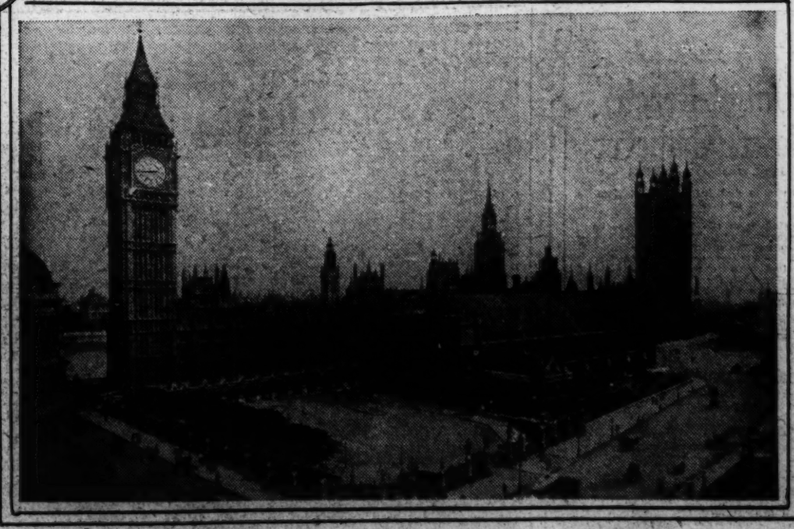
The Channel-seas crash on my white cliffs of Dover,
The roguish nor-easter laughs loud on the Tyne.
But deep in my heart is the sweet scent of clover,
And over my hills browse the red and white kine.

My forges are flaming from Leeds down to Leicester,
My workers are toiling in quarry and mine,
While westward and eastward the cities of Chester
And York yield me jewels from history's shrine.

The fogs of convention may murk in my valleys,
The storms of tradition still beat on my shores;
But up in my mansions and down in my alleys,
I proffer you welcome with wide-open doors.

You once were a pilgrim, but never a stranger;
The seething Atlantic ne'er parted us twain;
Together we stood in the depth of our danger,
And thus as we stood must we ever remain.

—*Robert E. Kay.*



HOUSES OF PARLIAMENT, LONDON.

BRITISH PRODUCTION IN 1925, CALLED YEAR OF DEPRESSION, EQUALED RECORD BEFORE WAR

Same Number of Workers as in 1913, by Better Methods, Produced Same Amounts, Despite Shorter Hours—Living Costs and Wages 75 Per Cent Higher

By WALTER T. LAYTON

Editor of the Economist and Director of Economic and Financial Section of League of Nations

Special from Monitor Bureau

LONDON—Over 20 years ago, when the famous fiscal controversy broke out in Britain, the protagonists of protection tried to disturb our ease by telling us that we were living beyond our means because visible imports exceeded exports; that our capital was fleeing from an impoverished country because we were investing in foreign countries, and that we were economically decadent because our trade had increased by only a modest percentage, while that of some other countries, starting from a much lower level, had grown 50 or 100 per cent. Nevertheless, in the succeeding decade we retained a firm hold on the world's markets and our trade rose rapidly to record heights.

Today, with more reason, a tendency to self-depreciation is once more in evidence. We are obviously faced with very real and urgent difficulties, but nothing is gained by exaggerating them. The only valid safeguard against either undue optimism or excessive pessimism is an objective survey of the facts.

Production

The lack of comprehensive statistics of production means that any statement as to the economic activity of Great Britain cannot be more than an estimate. This cannot be very exact, but it is possible to form a fairly sound opinion upon the basis of ascertained facts, such as the internal consumption of coal, the carriage of goods by rail, the volume of employment as shown by the unemployment insurance statistics, the consumption of raw material by industries whose raw material is imported, and finally by output figures in the case of the coal, iron and steel, and shipbuilding industries.

The conclusion to which these figures point is that whereas the economic activity of Great Britain fell in 1921 to under 80 per cent of the prewar level, by 1923 it had recovered to 95 per cent, and in 1924 to nearly 100 per cent, at which figure it remained in 1925. Thus in a year generally considered one of depression our productivity was about the same as in the highest prewar year.

Employment and Output Per Head

But this recovery of production in the past four years has not yet been sufficient to absorb our increased population, which is nearly 8 per cent larger than before the war. This increase is approximately the measure of the abnormal unemployment which still prevails in Great Britain, for there are approximately the same number of persons actually at work in various occupations in 1926 as in 1913.

With the advance in industrial methods a given population should, of course, be capable of considerably larger production now than in prewar days; but since the war there has been a general reduction in the hours of labor of about 10 per cent. Taking the country as a whole it is roughly true that the loss of working time has about been made good by improvements in methods of production, organization, etc., which means more output per head per hour; but the improvement has, of course, been much greater than this in some trades while in others output has increased hardly at all.

Wages

In the meantime money wages have increased by about 75 per cent, and the cost of living by about a similar amount, so that real wages on the average have remained about the same. But while the commodity value of the Nation's wages bill has remained unchanged its distribution has altered, for in all branches of industry, whether subject to foreign competition or not, wages of unskilled workers have risen more than the average, and wages of skilled workers less than the average.

The result of this movement of unskilled wages has been very largely to eliminate extreme poverty and, taken in conjunction with the smaller size of families, is largely responsible for the generally improved standard of living which obtains in working class districts. The other chief cause for this improvement is the reduced consumption of alcohol, which amounted in 1924 to 0.33 of a gallon per head compared with 0.70 in 1913 in the case of spirits, and 17.96 gallons of beer in the same year against 27.27 gallons in 1913.

Results of Education

This reduction is to be attributed on the one hand, to the results of education which is producing a higher standard of decency, to propaganda and to the effect upon the sale of alcohol of the war-time restrictions which have not entirely disappeared, and, on the other, to the enormously heavy taxation of beer and spirits, which makes the price prohibitive for many wage earners.

This progress in social conditions has not been neutralized as it would undoubtedly have been before the war by the distress which formerly accompanied protracted and serious unemployment; for, thanks mainly to the benefits paid to unemployed workpeople under the Insurance Act—the funds for which are mainly provided by what is in effect a tax upon wages—the unemployed worker has been able to keep his home together and provide for the essential needs of himself and his family. The fact that the standard of living has been maintained or even improved while those workers who are unemployed have been able to purchase the necessaries of life means that the consumption of the country as a whole is unquestionably greater than before the war.

Savings

It may be asked how it is possible for England to increase its consumption if its production is only equal to that of 1913. The answer to this is that our real savings are less. The situation may be expressed in terms of real values by saying that while in 1913 we produced 100, of which we consumed 84 and saved 16, in 1925 we also produced 100, of which we consumed 89 and saved 11.

This ratio may be expressed in terms of money by the statement that whereas the national income before the war was approximately £2,300,000,000, of which we saved £380,000,000, in 1925 the national income was £4,000,000,000, of which we saved £450,000,000. Our actual savings in money are therefore some £70,000,000 more than before the war. But if we had been saving in proportion to our increased population the figure last year, taking into account the rise of prices, ought to have been £650,000,000, instead of £450,000,000.

How serious is this reduced rate of saving to Britain's national economy? It has been argued that our prewar savings included large sums which were automatically reinvested abroad and contributed nothing directly to Great Britain's resources except to give us power when the Great War came to command the resources of other nations for the benefit of the Allies. It is, moreover, undoubtedly true that there is a fairly ample supply of capital available for British industries which need it and can show the prospect of a profit.

High Standard of Efficiency

But against these somewhat complaisant arguments must be set two facts. On the one hand, the standard of plant efficiency which America is setting is a very high one and must be equaled by her industrial competitors, and, on the other, we need more than ever to develop markets in foreign countries by means of our external loans. There is, however, no reason to doubt that if our prewar level of production could even be approximately re-established the national savings would rapidly recover.

The low level of production is thus the root of our difficulty and the moment the figures are analyzed it is revealed at a glance that it is the export industries which are responsible. Out of our total unemployed 400,000 are in the shipbuilding, shipping, coal and iron and steel industries, while out of the 250,000 women unemployed 75,000 are in the textile trades.

The figures of our foreign trade tell the same story of a substantial reduction in the volume of our exports. If we could replace these lost markets by increased sales at home this reduction would not be very vital. But this is not a practicable policy for a country like Great Britain, which imports 80 per cent of its cereals, and 50 per cent of its meat, and of all the raw materials which it needs it only produces 100 per cent of its coal, 60 per cent of its iron ore, and about half of its wool. With a greatly reduced foreign commerce we could not possibly support our present population; British policy must, therefore, be concentrated on restoring our overseas sales.

Britain's Foreign Trade

It is difficult to make accurate statistical comparisons of world trade, but the attempt has recently been made by more than one official body. The results show that the volume of international commerce which now sails the seas is below the level of 1913, and that if we exclude the Pacific Ocean, in which European countries cannot expect to have a predominant share of trade, the fall is very considerable. Great Britain, in spite of handicaps, has been able to retain and even slowly to increase the percentage of the total which is in her hands, and the same is true of the volume of the world's trade carried in British ships.

Up to the present the cause of our trouble has been not that we are losing ground to other nations, but that the world's international commerce has been subnormal. Britain's future foreign trade, and with it her general prosperity, depends upon the answer to two questions: Will the total volume of world trade rapidly expand in the near future, and, secondly, will Great Britain retain a substantial share of it?

World Trade

As regards the first question, it is sometimes said that the war has produced new conditions which have exaggerated the desire of all nations to become self-supporting, and that, therefore, there will not be a rapid growth of international commerce in the twentieth century as in the nineteenth. This view ignores certain vital considerations.

It is true that the breaking up of Europe into smaller states has increased the number of international frontiers, and that farther afield in distant parts of the world marked tendencies are to be observed toward high protection. But if we take a long view it must be recognized that, basing ourselves on the experience of the last 50 years, tariffs, even though they are moderately high, do not prevent the tendency, which is fostered by easy communication and highly developed means of transport, for nations to exchange their products with one another. Before the war, for example, protectionist Germany was England's best customer, in spite of the German tariff.

World's Empty Spaces

Again, there are still very large empty spaces in the world to fill, and their development will mean that many countries, including some very important ones in the British Empire, will need, for a long time to come, to buy manufactured goods in exchange for their raw produce. Finally, the steady raising of the standard of production and of consumption in the densely peopled countries of Asia in the twentieth century will most certainly lead to a great increase in foreign trade. It is, therefore, to be expected that the volume of international exchange will increase with very great rapidity in the twentieth century, when we have eliminated the effects of the war.

The answer to the second question depends upon a variety of factors, of which there is only space to refer to one or two.

Physical Assets

In the first place, it may be said that with the exception of our coal monopoly the fundamental causes which produced British industrialism remain unimpaired. In the main, we owe our prosperity to proximity to the great European market, to our island position, extensive seaboard and good harbors, and to our freedom from wars and political disturbances. Geographically, we remain the gateway between the Old and the New Worlds, and this situation insures that we shall remain perhaps the leading maritime nation.

The commercial advantages that came to us from the business of provisioning the coal stations on the chief trade routes of the world have to a certain extent been lost through the use of oil for ships, while other coal markets have been lost through the development of water power in some of our former European coal markets, and new coal fields in more distant countries.

Distillation of Coal

But the loss is only a partial one and may be reduced if, as seems possible, petroleum becomes relatively dear in relation to coal and if we can solve the problem of distilling our coal into a commercial form of liquid fuel. In any case, our coal mines on the seaboard are more conveniently placed for attracting whatever iron ore there is about on the seas than any other coking coal in the world, and our collieries will therefore remain a great industrial asset.

But for the time being the fuel situation in the world generally is one that compels us to contemplate that our coal industry must shorten sail, and the curtailment of an industry is one of the most uncomfortable of economic adjustments, especially when there is no expanding demand for labor in other directions. Apart from this, there is nothing in the physical conditions of British industry which would lead us to take a pessimistic view of our industrial future, and even the coal problem would be very largely eased if the trade of the world, and particularly that of the European continent, took a definite step forward.

Financial Burdens

It is sometimes thought that the financial burden which Great Britain has to shoulder is so heavy that it will prevent our industrial recovery. The tax burden is undoubtedly a very heavy one. At the lowest estimate our central tax revenue absorbs 17½ per cent of the annual national income, with local taxes taking another 4 per cent. Thus over one-fifth of the Nation's national income is taken by the tax collector. This is nearly double the prewar figure, which stood at 11 per cent and is double the present percentage in the United States.

This taxation is, of course, not a dead loss to the country; indeed, so far as it is spent upon education and the improvement of the housing and social conditions of the people in the long run it will greatly affect economic efficiency. Moreover, half of the total taxes collected by the Government are paid out again in interest upon war debt, of which only £35,000,000 out of £310,000,000 is interest on external debt. The balance is collected from one set of taxpayers and paid to another, who in the mass are largely the same people.

This forcible transfer is an interference with the natural play of economic forces and to some extent undoubtedly hampers enterprise. But its harmful effects are mainly indirect, for it is a mistake to suppose that heavy direct taxes, such as those which yield the bulk of our revenue, affect prices and hamper us in competition. The income tax is only levied upon a business when a profit is made; if the profit is small the tax is small, and the extent of the tax does not affect the price at which a firm can afford to quote in competition with its competitors. It does, however, seriously affect the surplus which it can put aside for new equipment, and unquestionably constitutes some hindrance to industrial progress.

The position of our public finances does not admit of drastic improvement, but it is slowly changing for the better. The combined effects of the sinking fund, of debt conversion schemes, and of the automatic fall in the war pensions charge should reduce the budget expenditure at the rate of a little over 1 per cent a year. We could raise this figure to 2 per cent if the nations of the world could agree sufficiently upon disarmament to enable us to reduce our expenditure to that of our prewar armament expenditure in the next five years or so.

Thus by a slow but cumulative process a margin is being created for tax remission or for meeting essential new expenditure. If one-third of these growing margins is used for the most urgent needs (of which we should perhaps put into the first rank higher education and the relief out of central funds of local rates in order that local taxation may be removed from houses and factory buildings), and if the remaining two-thirds are used for tax reduction, at the end of five years the total burden of taxation should have fallen from its present figure of 21 per cent to about 18 per cent of the national income.

Organization and Labor

There remains the question whether British industry is keeping abreast of its competitors from the point of view of efficiency. Clearly industrial development is not taking place at the almost break-neck speed that has been occurring in recent years in the United States. At the same time it would be probably true to say that improvements in technique and in equipment have been occurring more rapidly than at any previous period in history.

Much new plant was laid down during the war and subsequent developments have been almost as rapid. Even in the old-established and conservative coal industry mechanical coal cutting and electrical equipment generally has been used to an extent never before known in England in the exploitation of the new South Yorkshire coal fields. If we are handicapped by the survival of an infinite number of small firms and by the conservative traditions of many of the employing class it has to be remembered that both economic and social conditions make it much more difficult for changes to be made than in the United States.

A Stationary Population

Our population is about to reach a stationary condition, and we can no longer look forward to that motive for expansion which arose from a rapidly developing territory and a growing population. Again, many of our chief industries produce mainly not for the home market but for export, and this means that by comparison with the manufacturing industries of the United States our output must always be of a retail character. Our goods must be sold in comparatively small quantities and must be adapted to the varying tastes of every market in the world from China to Peru.

These markets have been reduced by the war and trade with them made difficult by the exchange chaos which has followed it. In some cases, for example Russia and China, the market has almost disappeared as a result of political upheaval, while even in India and the Empire we have had to overcome rising tariffs primarily imposed to keep out British goods. Though we have much to learn in the way of cheapening costs through mass production, these ideas can only be applied to a limited extent to British foreign trade.

Capital and Labor

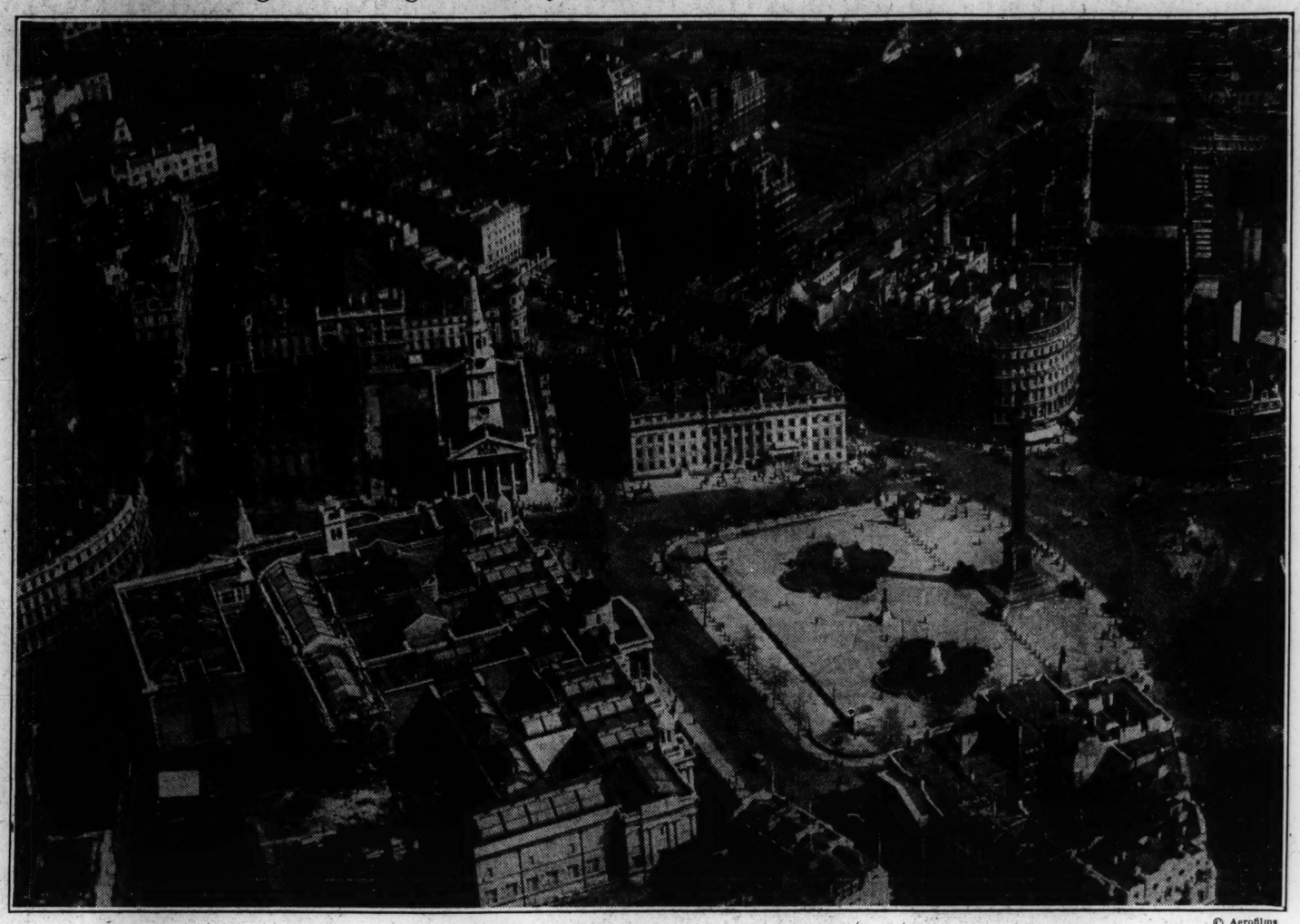
Our greatest problem is to overcome the long-lived feud between Capital and Labor and to get full value from our highly qualified labor forces. The public usually only sees one side of this picture. But in fact British trades present the greatest possible contrast in this respect between, for example, the undoubtedly restrictive practices of the building unions and the firmly rooted and highly prized traditions of such trades as the iron and steel industry which, with one exception, has a record of 50 years without strike, and a wage system based on payment by results and profit sharing.

We have here, however, a problem of psychology. It is unquestionably difficult in a society where it is extremely hard for a man once started in life to rise out of his class to see that his interest can be any other than that of raising the standard rate that is paid to his class, or to make him realize his welfare is bound up with the progress of his industry as a whole. It is this social stratification that is responsible for the fact that in our labor leaders we have a group of men who in America would unquestionably have risen out of their class and become leaders in business, politics or some other walk of life.

Change Gradual

The psychology of the British worker is one that arises from limited opportunities, and it is only by slow degrees that this condition can be changed in an old country. At the same time the outlook, not only of the leaders but of the rank and file, is vastly broader than in the years before the war, and with growing consciousness that cheapness of production is the first essential of British prosperity we have had a gradual increase in the efficiency of labor. Further changes in this direction depend first and foremost on the wisdom of the British employing class. They have without doubt much to learn and can profit greatly from the experiments made in America in economic relationships.

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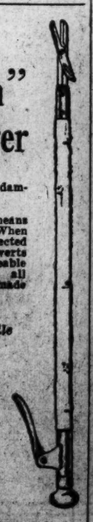
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BRITISH ENGINEERING WORK COVERS MOTIVE-POWER FIELD

High Pressure Steam for Ship Propulsion May Modify Views on Oil Engine—Remarkable Developments in Electrical Work

By JOHN D. TROUP
Editor, Engineering and Boiler House Review

Special from Monitor Bureau

LONDON—The British mechanical engineer made England the workshop of the world, and this fact has had a world-wide effect on the manufacturing processes which have been adopted by other countries in later years, when they built their own works and factories.

Although England is no longer the only workshop of the world, her present efforts are based on a long and intimate experience in building mechanical plant, which has done yeoman service in almost every corner of the globe. Such service includes the pioneer work of building harbors and railways, the equipping of factories, mills, and machine shops, and the supply and equipping of public services such as gas, electricity, transport, etc.

This country is still supreme as a shipbuilder in both the merchant and navel types. This is particularly true as regards propelling machinery. England, perhaps, holds a unique position in relation to the steam turbine, but it has been said that British engineers have been slow to adopt the oil engine at sea. There has been much controversy on this point. But recent examples of British motor passenger ships demonstrate very clearly that in the design of this type of vessel the British engineer is well to the front. The developments now taking place in England with high pressure steam for ship propulsion may modify the views of many responsible men in relation to the oil engine, and we must not lose sight of the fact that some of our modern steam stations on land are closely approaching in thermal efficiency that of the Diesel oil engine.

Remarkable Developments

Recent developments in size and efficiency of land steam plant have been remarkable, and have been closely interlinked with electrical developments which have called for generators of large unit capacity. Electric generators of 50,000 kilowatt capacity are no longer considered something new, and large units are not only called for by the steam turbine, but the water turbine is now also an important prime mover in different parts of the world, and here, again, British engineers have designed and installed many of these more important plants.

Electrical generating units, in turn, demand plant to operate, and British manufacturers have played an important part in supplying the demand. This field is a very wide one and covers all transmission gear, transformers, cables, switch gear, electric motors, etc., and in addition includes transport equipment, such as electric trams and the electrification of railways. Some very large overseas orders have been placed with British firms for electric locomotives.

Space makes it impossible to deal with all the different modern developments in the field of motive power in which British engineers are taking a leading part. Some of them include the development of processes for the carbonization of coal, improved oil engine designs, aero engines for using heavy fuel oil, improved steam locomotives, electric locomotives for mining, etc. The following brief notes will, however, give some idea of the nature and extent to which British engineers are making progress in the field of motive power.

Sennar Dam

The work of harnessing large water reserves for the purpose of fertilizing the land is well illustrated by the Sennar Dam situated on the Blue Nile. The water made available by this dam is taken by a canal and distributed over a large area lying between the Blue Nile and White Nile just above Khartum. This area will, with the aid of the Sennar Dam, become one of the most important sources for the supply of raw cotton for the Lancashire mills.

Although the Sennar Dam is only one item of the ultimate scheme for irrigation, its magnitude may, perhaps, be gauged by the fact that during one year of its construction some 20,000 men were employed, of which, incidentally, about one-half were Egyptians. The dam rests on a foundation of hard igneous rock, and has been built in the main of uncoursed granite rubble masonry. The total length is 3025 meters, and the maximum height above the foundation level is 39.5 meters. The total water retained by the dam is 485,000,000 cubic meters available for irrigation after making the necessary allowance for evaporation. The dam is sufficiently wide to serve as a bridge for the Sudan Government Railway, and the track is sufficiently high to be above the heaviest flood level. The inauguration of this great work was celebrated on Jan. 21 of the present year, the function being attended by Lord Lloyd and by the Governor-General of the Sudan.

Hydroelectric Plant

Closely allied with the work of river dams for irrigation purposes is that of utilizing a head of water for driving electric generators. In some of these latter cases rivers have been dammed and large volumes of water caused to flow through water turbines, utilizing the volume of water rather than the head. In other cases the water of high level ground has been used, such as the catchment areas of the Western Ghats of India, where the great pressure available from the head of water is utilized in special water turbines which drive electric generators supplying the electrical needs of Bombay and the western coastal areas of India.

This Indian scheme ranks as one of the greatest in the world, and is planned for the generation of over 1,000,000 horsepower, a great deal of the installation having been in operation for some years. Like most big schemes, the enthusiastic pioneers had to labor many years before their ideas took root. The two outstanding figures in this work were the late Mr. Jamsetji Tata and the late Mr. David Gostling. As a result of their efforts experts were ultimately summoned from England to investigate the possibility of the potential water power on the Western Ghats.

Generating Plants

The work of carrying through the installation of the generating plants situated at different points along the Western Ghats was one of extreme interest and even romance. The rainfall on these heights is collected in large lakes, and stored in a reservoir. From this latter the water falls to the power house at the foot of the Ghats, a vertical distance of nearly 2000 feet. It is the great pressure due to this fall of water that is utilized to drive the special water turbines, which, in turn, drive the electric generators.

British engineers have done notable hydroelectric work in many other parts of the world, including most of the colonies and dominions. In New Zealand, for example, over 100,000 horsepower has already been installed and this figure will be doubled in the near future. Practically the whole of the plant used for this work is of British manufacture.

Modern Steam Generators

In the field of steam power British engineers have made advances since the days of James Watt which may be described as revolutionary. Modern steam power plant is capable of an overall efficiency closely approaching that of the internal combustion engine—a fact which competent engineers would probably have laughed at some 20 years ago. The boiler or steam generator has been largely responsible for this advance during recent years, and the overall thermal efficiency of a modern boiler house is approaching 90 per cent, a figure which leaves little further economy to be effected on a commercial scale.

There is at the present time a distinct move to adopt higher steam pressures, and so far the commercial limit seems to have been reached at about 500 pounds per square inch. A great deal of experimental work is taking place with super-high pressure, the recent Benson tests at Rugby (England) being a notable example, but so far there does not appear to be any economic foundation for departing from the British type of water tube boiler, as represented by the design of Babcock & Wilcox, Ltd. Incidentally the American firm has built a Babcock & Wilcox boiler for 1200 pounds per square inch and it is in daily operation at the present time.

Steam Turbines

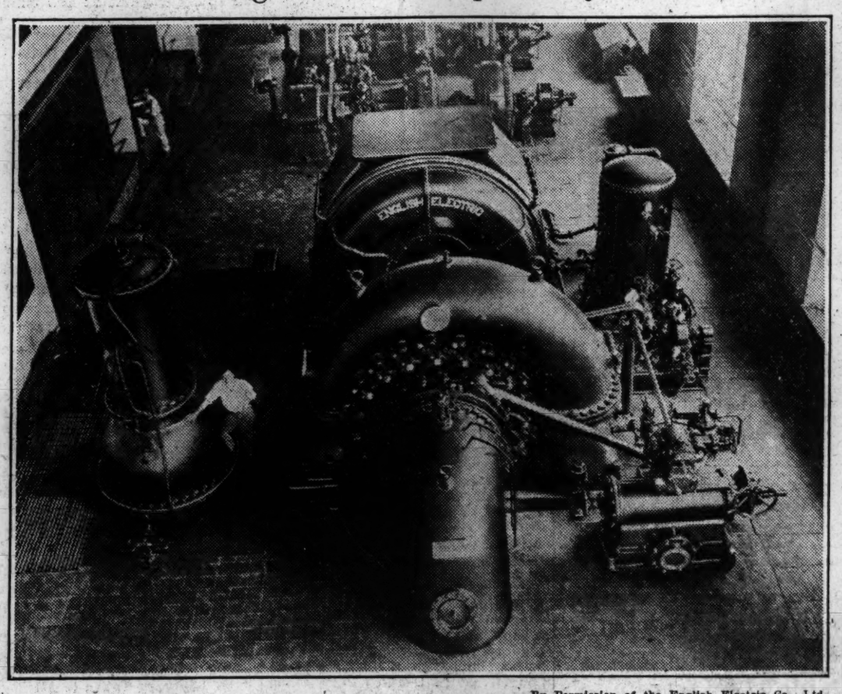
It is probably natural that the home of the steam engine should also be the home of the steam turbine. On the other hand, there are today builders of steam turbines in Europe and America who must be classed in the front rank in this field. British engineers can, therefore, take pride in obtaining their full share of recognition, and being able to maintain their prestige in spite of their numerous competitors.

An interesting example of British enterprise is the Parsons steam turbine recently installed at Chicago, United States of America, for the Commonwealth Edison Company. This order was placed with C. A. Parsons & Co. Ltd., London, who had previously supplied a 20,000-kilowatt turbo-generator which, at the time, was the largest then constructed. The new unit is one of 50,000 kilowatts capacity, and the general arrangement of such a huge unit is of interest to note. The set is composed of three main sections, namely, a high, intermediate, and low pressure turbine. Each of these three sections are separate units, so far as their main driving shafts are concerned, and each therefore is directly connected to its own electric generator. The high pressure unit runs at 1800 revolutions per minute and is coupled to a 16,000-kilowatt alternator; the intermediate unit also runs at 1800 revolutions per minute and is coupled to a 29,000-kilowatt alternator, and the low pressure unit runs at 720 revolutions per minute and is coupled to a 6000-kilowatt generator. The modern practice of reheating the steam is adopted, and it is anticipated that the new station, when fully equipped, will have an over-all thermal efficiency in the neighborhood of 30 per cent.

High-Speed, Heavy-Oil Engines

Before concluding, a note should be recorded on high-speed, heavy-oil engine development. British aero engines have become famous as the motive power of the large aeroplane, but there is an intermediate stage between the super-lightweight aero engine and the stationary land engine. This intermediate stage holds important possibilities, its aim being to produce a light high-speed engine capable of using ordinary Diesel fuel oil. British engineers are developing this idea and the Beardmore engine is a good example of the design, which has already been applied to railway service with remarkable results, the economy achieved being considerable, as compared with steam.

Britain Makes Progress in Development of Electrical Power



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By HARALD NIELSEN
Inventor of the L. & N. Process for the Low Temperature Distillation of Coal

Special from Monitor Bureau

LONDON—When I say carbon, I mean not only the element carbon, chemical symbol C, but the computation, permutation between carbon and the other elements.

There are today known about 60,000 various combinations of carbon, and goodness knows there are 60,000 others we do not know. Every day a new carbon compound appears, whether it is artificial silk, aniline dyes, motor spirit, oils, gases, solids, other places; where then did the oil measures come from? Oil, as well as coal, is a compound or combination of carbon, hydrogen, some oxygen and other elements. Natural scientists have agreed and disputed. Some say that decaying animal matters are the sources of our oil. It is difficult to contradict them, for, as Sir Oliver Lodge says, "to assert requires knowledge, to deny requires still more." But the very latest work by Lind seems to show that we must look to something else than animal matters for the oil formation.

Lind took methane gas—that is a combination of carbon and hydrogen—where we say the carbon atom is, so to speak, saturated with hydrogen atoms and can, therefore, not take up any more such. There are a great number of these saturated carbon-hydrogen compounds. We call them paraffins. They are gases such as methane; liquids such as paraffin oil or lamp oil; solids as paraffin waxes; they all belong to the same family. Lind let ultra violet rays act on his methane and obtained the whole range of paraffins, through gaseous over liquids to the solid wax. In fact some of the latter had a melting point as high as that of glass. There again, carbon compounds and photosynthesis.

Leaf Out of Nature's Book

Now let us see if we can take a leaf out of nature's book and produce oils and solid fuels from raw materials, admittedly of the same kind, but not yet, shall we say, ripe, for the purpose we have in view, by the means at our disposal and in a shorter time than nature takes; by the way, that reminds me of a story.

Some big company promoters got hold of some oil shale land. A huge company was floated, but the quantities of oil produced were mere atomic driplets compared with the vast quantities stated in the prospectus to be within sight. The board of directors summoned a famous geologist to examine and report on their oil shale deposit, and all of them went down with him to view the property and to listen to his judgment. It duly came: "Gentlemen," he said, "you have the most wonderful oil shale deposit it has ever been my pleasure to visit." Already the promoters had roseate visions of the vast stock they could unload on the shoulders of the general public. Then he continued, "and in about half a million years' time it will be the best oil-producing field in existence. It is only a matter between you and the patience of your stockholders." As a matter of fact, a few thousand years more or less do not matter to a geologist.

Products of Coal

To revert to our problem of producing oil. We can do so from coal. When coal is heated up it decomposes. This word does not really accurately describe what takes place, but since we do not know what in reality does happen, but only know more or less what the final result is, it will do. We find that we get three main products. Firstly, a gaseous product. Secondly, a liquid product, and finally a solid residue. All these products depend entirely upon how the coal was heated—how long and at what temperature—so that by altering the conditions a multitude of various products may be formed. If lower temperatures are used, that is to say, up to about 1000 degrees F., low temperature products are made, the so-called primary products.

If the coal substance and the products set free at lower temperatures are subjected to higher temperatures, such as, for instance, 1500 degrees or 2000 degrees F., they undergo profound thermal changes and we now have high temperature products, or as they are termed secondary products. The present town gas and coke oven works are typical high temperature processes.

If ordinary black coals containing a high percentage of hydrogen—4 per cent and over—are used, we get by the low temperature method somewhere about 18 to 20 gallons of an oily substance, 7000 to 9000 cubic feet of gas of a high calorific value, and anything from 13 to 14 hundredweight of solid residue (fuel).

By high temperature methods we get 8 to 9 gallons of tar, 10,000 to 12,000 cubic feet of gas, and 12 to 13 hundredweight of residue (coke).

Reducing Temperatures

If the oily products have been produced at so low a temperature that no thermal decomposition of the oil vapors has occurred, we get an oil from which it is possible to make products which can take the place of those derived from the oil wells. These so-called primary products are mainly of the paraffin series, and can be refined to produce a motor spirit with a superior kick to that of well oil, as well as lamp oil, diesel oil, fuel oil and lubricating oils of almost every description. In short, here is a home product which can take the place of imported oil for all and every purpose, but only provided that no thermal secondary reaction has taken place in the setting free of the oils from the coal.

It is surprising, when looking, for instance, at the high boiling point lubricating oils, boiling at and round 600 to 700 degrees Fahrenheit, that only a few degrees above these temperatures far-reaching decomposition or the so-called "crackings" occur and render the oils valueless for that particular purpose.

All our energies must, therefore, be concentrated on reducing the temperatures at which the oils are obtained from the coal. The latest and most satisfactory manner of doing this is to heat the coals in the retorts not from the outside, but from the inside. This sounds difficult, but in reality it is simpler than outside applied heating. All that is required is to pass a large volume of hot gases, not containing any oxygen, through and over the coal. A heat exchange now takes place, the gases cool down and the coal is heated up, and by doing so gives off gases and oily vapors.

Vapor Tension Lowered

If the volume of hot gas pouring through the retort in direct contact with the coal be large, then a certain natural phenomenon happens; the oils are evolved at lower temperatures than their corresponding boiling points. In scientific language, their vapor tension is lowered. To use a homely parallel, when the housewife hangs out her washing to dry on a windy day the clothes dry quickly. Why? The temperature of the atmosphere is far below the boiling point of the water in the clothes, still the clothes dry. The reason is that the atmosphere is never saturated fully with water vapor and is always keen on being so, hence it absorbs moisture from the clothes. Since the temperature does not rise, the vaporizing point of the water must have been lowered, and that is just what it is. In the same way a large volume of gas being unsaturated with oils lowers the vaporizing point of these.

Carbon is as wonderful as the material universe. We do not know the beginning nor the end of carbon, we have barely touched the fringe. Carbon never disappears, it is always there in some form or other.

Eons and eons ago the same old photosynthesis took place. Plants absorbed carbon oxides, used the rays of light, grew, decayed, disappeared in the swamps and bogs; peat was formed, sunk to the bottom, was subjected to pressure and in all probability also heat by the movement of the earth crust, and gradually the lignite and coal measures were formed. We dig the lignite and coal out, bring it to the surface, combust it, that is to say, cause the carbon to enter into combination with the oxygen and form carbon oxides; these are taken up by the air, modern plants absorb them, again photosynthesis, again the merry-go-round, plant — decay, peat — lignite — coal. Must we not wonder and think?

Origin of Oil

Well then, we know, or rather believe we know, how our coal measures were formed. They came from plant life, but where is the border line between animal and plant life?

Now, we have oil wells in America, Mexico, Persia, and in countless

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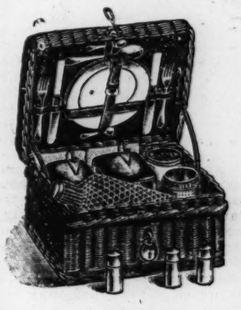
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COMMONWEATLTH OF NATIONS RICH IN NATURAL RESOURCES

British Isles Form Center of Shipping Which Links Empire, While Dominions Provide Profusion of Unparalleled Natural Wealth

By PHILIP KERR
Secretary of Rhodes Trust; Editor of Round Table; Secretary, 1916-21, to Mr. Lloyd George

Special from Monitor Bureau

LONDON.—That congeries of states and peoples which goes by the name of the British Empire, or the British Commonwealth of Nations, covers nearly a quarter of the earth's surface and includes within its boundaries more than a quarter of the population of the globe. It has, therefore, immense economic possibilities. And these possibilities are all the greater because its territory is distributed throughout the five continents, on the borders of the Seven Seas, and in both the temperate and the tropical zones. They can be roughly estimated from the fact that the total value of the imports and exports of the main units of the Empire in 1924 amounted to about £2,000,000,000 and £1,500,000,000 respectively

A brief omnibus statement of this kind, however, while true in itself, is liable to be very misleading. The British Empire, in fact, comprises five distinct categories of countries. There is first of all the British Isles, the principal mother lands of the colonized parts of the Commonwealth. Great Britain is substantially a free trade manufacturing area, importing most of its raw materials (except coal) from outside and paying for them by the export of manufactured goods. The Irish Free State is mainly an agricultural area. The British Isles (population 47,000,000) is the chief reservoir from which the capital and the population needed to colonize and develop the primary production of the self-governing portions of the Empire has flowed out in the past. It is also the center of that shipping industry which links the whole together, shipping which is still 34 per cent of the shipping of the world.

The Dominions

The second category comprises Canada, Australia, South Africa and New Zealand, collectively known as the Dominions. These are all self-governing peoples, relatively small in numbers (Canada contains some 9,300,000 people, Australia 6,000,000, South Africa 1,500,000 white and 5,500,000 colored, and New Zealand 1,250,000), but occupying enormous territories in the temperate zone. Except for Canada, which has begun to export manufactures on a considerable scale, they are all mainly concerned in primary production, i. e., wheat, meat, maize, wool, fruit, gold and other minerals, etc. They are all, too, strongly protectionist with the object of developing manufacture and keeping up the standard of wages within their own borders.

The third category consists of India and Burma, a world in itself. India contains 325,000,000 people, of whom more than 70 per cent are still directly engaged in agriculture, but whose village communities as yet produce little more than sufficient to maintain themselves. Its external trade, however, is very considerable, its exports amounting to over £160,000,000 and its imports to £250,000,000 in 1924. India has now also become moderately protectionist. Its imports are mainly manufactured articles, its exports mainly raw materials.

Other Territories

The fourth category consists of a vast number of crown colonies, protectorates, coaling stations and islands scattered all over the world. It is impossible here to do more than enumerate a few of the best known. Thus it includes territories in East and West Africa, such as Kenya and Nigeria, the Federated Malay States, Ceylon, Gibraltar, Hong Kong, Aden, St. Helena, Jamaica, Bermuda and so on. The total number of units is about 50, some large like Nigeria, some infinitesimal like the Pacific Islands.

Most of these territories are situated in the tropical zone and yield tropical products. In almost all cases the bulk of the population is colored. It amounts in all to over 60,000,000 people. Taken together, these areas do a very considerable amount of trade, almost entirely through the export of raw materials, such as rubber, fibers, tin and copra, and of foodstuffs, such as tea, coffee, sugar and fruits, and the import of manufactured articles. Most of them impose tariffs for revenue purposes only.

Finally, there are countries, such as Egypt, which is technically independent, but in close treaty relation with Great Britain, and "mandated territories," such as Irak, Tanganyika or New Guinea, which are held under commission from the League of Nations. The most important of these is Egypt, with a population of about 12,000,000, and a very large export of raw cotton.

Products of Commonwealth

The British Commonwealth of Nations, taken as a whole, produces practically everything that man can need. Some idea of its economic importance can be seen from the fact that it produces 60 per cent of the world's wool and rubber, 70 per cent of its tea and gold, 80 per cent of its nickel and 99 per cent of its jute and a large proportion of most of the other raw materials of industry.

But in order that its development may take place four things are necessary, immense quantities of capital, a better distribution of the white population within it, a solution of the political and economic difficulties which the "color problem" has created between the different races within it, and clear-cut economic relations between its own units and the rest of the world.

So far as the first is concerned, the Empire is an exceptionally favorable area for the investment of capital. It is well governed, its laws are just and honestly administered, and it is not liable to those long revolutionary movements which have destroyed so much property and business in recent years in other parts of the world. In the past large amounts of capital went out from London. The estimated total of British investments in the overseas parts of the Commonwealth is £2,000,000,000. In recent times an increasing amount of capital from other countries is being invested in all parts of it. American capital, in particular, is going in very large quantities to Canada today.

Distribution of Population

The distribution of population in the self-governing portions of the Empire today is very unequal. In Great Britain, for instance, it is 480 per square mile, in Australia it is 1.8, in Canada it is 2.3. The agencies, however, for drawing immigrants from Great Britain overseas, are extremely active and immigrants from other selected European countries are also welcome. Colored immigrants are excluded. The emigration from Great Britain alone to the four dominions in the past six years has been as follows: To Canada 422,000, to Australia 210,000, to South Africa 58,000, to New Zealand 76,000. The total increase in the white population of the Empire between the censuses of 1911 and 1921 was from 60,000,000 to 65,000,000.

The chief obstacles to a more rapid redistribution of population are twofold. The first is expense, the journey from Europe to Australia, for instance, being no less than 12,000 miles. The second is the determination of the people of all the dominions to admit settlers who can go straight onto the land as farmers and primary producers, but only to admit artisans and townbred people in proportion as they can be absorbed in local industries, for otherwise unlimited immigration would make for unemployment or a reduction in the standard of living of the local worker.

Skilled and Unskilled Labor

The color problem is the most difficult problem which confronts the British Commonwealth today. One of its greatest assets is manifestly the immense resources of skilled and unskilled labor within it. Moreover, it is clear that in general neither its labor nor its resources can be properly organized at present except with the white man's capital and under his direction. But experience shows that the white capitalist entering a primitive land in order to exploit its wealth is often irresistibly tempted to take advantage of the ignorance and lack of organization of the native population and to make them work under conditions and for wages which are inhuman and destructive of individual liberty and social health. Nothing but strict laws and strong government supervision can protect the native and assure his progress.

Experience also shows that where considerable numbers of white settlers enter a land where the colored races preponderate the white man is speedily driven to confine himself to skilled work, because his labor is undercut by "native" labor living at a lower standard of living. Racial antagonism, the emergence of a class of "poor whites" and other troubles then seem invariably to follow.

Race Problems

Color and race problems are to the fore everywhere throughout the British Empire today, all the more so as national spirit begins to prompt the colored peoples to take a larger share in political and economic affairs. An immense amount of research and thought is being given to the problem of reconciling the necessity for economic development with the needs of backward peoples, and also to the problem of readjusting the relations between Capital and Labor in all parts.

Finally there is the question of the economic relations between the units of which the Empire is composed and between them and the rest of the world. A preferential system has been in operation for some 25 years between Great Britain on the one side and Canada, Australia, South Africa, and New Zealand on the other, whereby lower duties are charged on Empire products than on foreign products.

But preference is a system of necessarily limited application. The dominions wish to develop manufactures within their own borders and therefore maintain full protection against Great Britain on all articles which they believe they can manufacture themselves. Great Britain, being wedded to free trade, is only able to give a preference on a small range of the raw material and food products of the dominions. From time to time there has been talk of trying to bring about complete free trade within the Empire, but the movement has never made any real progress.

The "Open-Door" Policy

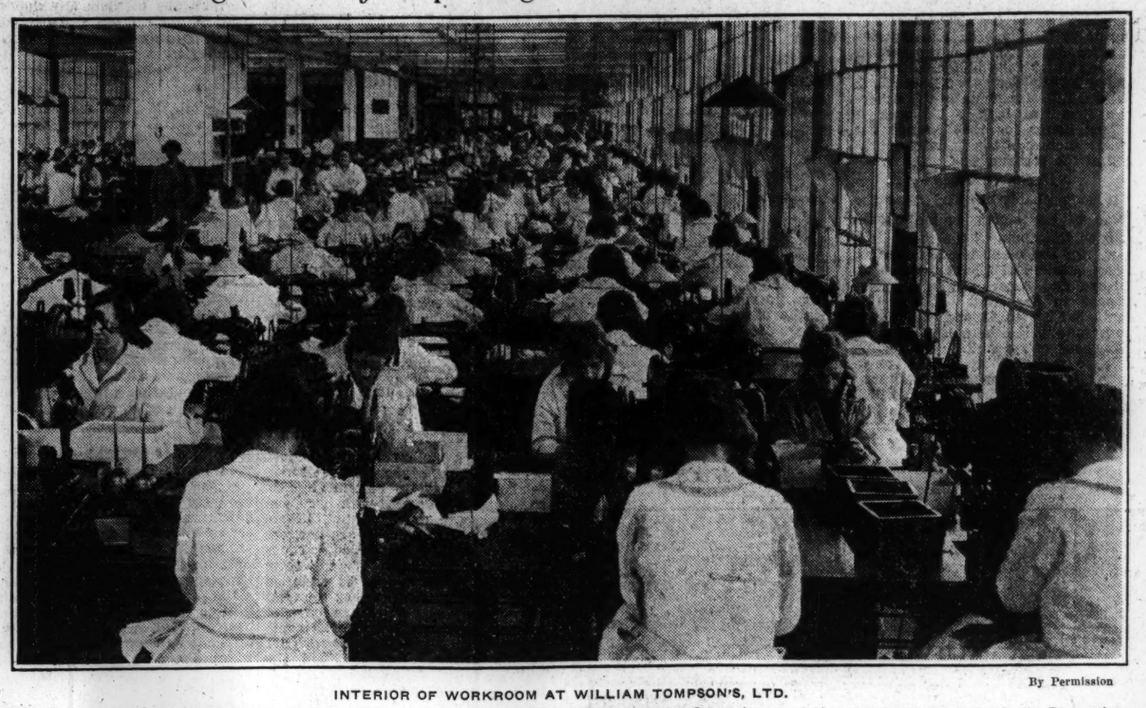
In the case of the multitudinous colonies, protectorates, coaling stations, etc., the traditional policy of the British Government, with one or two minor exceptions, has been the "open door" for the trade and commerce of all nations. How far this tradition is the natural outcome of the free trade policy and how far it is due to a shrewd recognition that other nations would unite in objecting to Great Britain giving herself exclusive privileges in so large a proporton of the earth's surface, it is difficult to say.

There was a time, after the war, when there was a tendency to try to restrict foreign trade within the Empire for the exclusive benefit of Empire producers. But that has steadily dwindled. First, the controversy about rubber has brought home to people how vitally other nations are interested in the raw materials which can be produced within British-controlled territories. Second, people have begun to see more clearly both that in its own interests the British Empire must always be a great world trader, and that the true line of advance for all countries is not to aim at absolute self-containment.

The development of complete sources of raw material supply and of manufacturing plant by every nation is both impossible and must lead to constant booms and slumps, due to recurrent overproduction and underproduction. Nations should rather, by international agreement, try to develop the economic resources of the world on an intelligent plan, each area contributing those elements which it is best qualified to produce.

Though the peoples of the British Empire have passed through difficult times in the last 10 years and though there are plenty of problems ahead, their general sentiment is that this great commonwealth of many nations has a wonderful future before it, a confidence which the facts and figures given above seem abundantly to confirm.

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GREAT PROGRESS HAS BEEN MADE IN BRITISH INDUSTRIAL WELFARE

Much, However, Remains to Be Done—Genesis of the Movement Described—Scope of Work Is Extending

By ROBERT R. HYDE
Director, Industrial Welfare Society

Special from Monitor Bureau

LONDON — Most people would agree that in the course of the development of industry during the last 100 years in Great Britain, the greatest advance has been made on the material and mechanical planes. Statistics relating to production, administration, selling, reveal an amazing progress of growth. At the same time, although wages, hours, the general conditions under which work is carried on, have all improved beyond the wildest dreams of the early social reformers, yet the country is aware that much remains to be done before the state of industrial relations can be regarded with equanimity. The machine, while adding many things to life, has certainly tended to deprive the worker of interest, pride in craft, happiness in toil, and the inevitable growth of the productive unit has had the effect of breaking down that sense of intimate partnership between "master and man" which at one time prevailed.

In this field, however, much progress has been made during the last two decades, and the record of development of what is commonly known as welfare work makes very gratifying and encouraging reading. True, industry, even in its difficult days, has never been without its pioneers in promoting measures for the betterment of the workers, and, although their numbers were slowly increasing up to the outbreak of war, it was not until the state, qua employer, took action that public attention was focused upon this movement. The story is an interesting one.

Mr. Lloyd George's Observations

In the early days of the war, Mr. Lloyd George, as Minister of Munitions, was visiting one of the shell factories where some hundreds of women were at work. On his way through one of the shops, his attention was attracted to one of the workers who showed visible signs of distress. Horrified that she was allowed to remain at her machine, he mentioned the matter to the foreman, a young, ignorant bachelor, who had never given a thought to the matter. The Minister, therefore, determined that the women workers should be safeguarded, and he sent for Seebohm Rowntree, who had had very wide experience in all welfare questions, and invited him to set up a welfare department within the Ministry of Munitions for the purpose of encouraging and advising employers in regard to welfare work.

Shortly afterward the writer was invited to join Mr. Rowntree in order to extend the work among male employees and especially the younger workers. This department appeared to meet a need, and the methods adopted secured the good will and co-operation of the employers and trade unionists.

Welfare Society Founded

Toward the end of the war it was felt by the writer and others that the work would meet with greater success if it could be removed altogether from the control of a government department, which threatened to throttle the movement with a rigid, formal method of administration ill-fitted to a movement of this kind. Therefore the Industrial Welfare Society was founded and it has had a very great influence upon welfare work ever since, both in this country and abroad.

In spite of trade depression and a long series of trade disputes in many of the main industries, the welfare movement has made considerable headway both in volume and scope, and the old conceptions of its meaning and purpose have widened altogether. In pre-war days it was regarded in the minds of most people as a somewhat sentimental fad associated with the manufacture of cocoa and soap. Today, examples of its successful adoption can be found in every industry in the country, and even in the depressed industries, shipbuilding and steel for example, welfare work has held its own.

A few years ago many employers were prone to ask the question "Can I afford welfare work?" Today an even greater number are asking "Can I afford to do without it?" In the pottery industry the Joint Industrial Council have attempted to establish welfare standards for the industry, and other industries are endeavoring to follow their lead.

Welfare Levy on Industry

The mining industry has imposed a welfare levy upon the industry, and although at the moment the bulk of the money so raised has been expended upon recreational schemes, there is no doubt that developments similar to those witnessed in other industries will later take place in the coal field.

The scope of welfare work is gradually extending and the limitation of the movement to social and recreational activities no longer holds. For example, a few years ago many benevolent employers regarded the granting of a pension to an old worker as a moral claim, but there was always a danger of the good intentions of a well-meaning employer being frustrated by a less sympathetic successor, with the result that grave disappointment was created and just resentment aroused in the thought of the workers. Today a large number of firms have stabilized their pension funds, which in most cases are being based upon the joint contributions of employers and workers, and secured by a trust deed.

In many of the most progressive firms in the country old autocratic, dictatorial dealings have been replaced by wiser, consultative methods, whereby workers, jointly with the management, are able to take a real and active part to the gain of all interested in matters which concern their daily toil.

KNOWLEDGE OF ECONOMICS URGED BY LONDON LIBRARIAN

Scientific Investigation of Subject Becoming Every Day More Common—University Has Vast Library on the Subject

By B. M. HEADICAR
Chief Librarian, London School of Economics, University of London

Special from Monitor Bureau

LONDON—That in Great Britain the value of the scientific investigation of economic, political, and social problems is becoming more and more recognized, is shown by the remarkable growth of the London School of Economics (University of London). Commencing its work in John Street, Adelphi, at the end of 1895, it enrolled 300 students during the first year. In the present session there are nearly 10 times the number of students working in comfort in the magnificent new building off Kingsway.

It is possible for anyone to learn all that the world knows about economics, commerce and finance, transport and geography, history and law, logic and social science, and all the allied subjects in this ever-growing institution.

Works on Economics

I am certain that the amount of research work in economics and allied subjects in progress in universities and colleges in Great Britain and Northern Ireland is not generally realized. In Economics (published by the London School of Economics) for June, 1925, a list is given, as complete as it is possible to make it, of theses now in preparation. The list reaches the formidable total of 113 works on economics, statistics, economic history, currency and banking, commerce, sociology, political science, economic geography and international law. Of this number no fewer than 80 are being prepared at the London School of Economics, which has already published 100 works in its Series of Studies in Economics.

Within the last 12 months, 10 new volumes have appeared dealing respectively with economic conditions in India; public service undertakings; business cycles; capitalist enterprise and social progress; poverty; wages and their regulation; factory legislation; economic development of Russia; wages and the state; early history of insurance.

Library Taken to All

Now it may not be possible for every person engaged in industry to take a course of lectures at the London School of Economics, but they can at least familiarize themselves with the work done there by studying the list above. They can do more.

The business man is in need of facts about commodities, prices, population, railways, banking, wages, hours of labor, taxation, tariffs and hundreds of other matters, and the remarkable library of the London School of Economics is open to him without charge. In that library of 750,000 books and documents will be found an invaluable store of unedited material, as well as unique collections of the parliamentary and official documents of the British, Colonial, and foreign governments, together with special and unequaled collections of material for investigation and research and nearly 3000 different periodicals of all countries.

Not merely is the material on the shelves but it is adequately classified, catalogued and indexed—books and periodicals alike If one man succeeds in business and another fails, the latter sets it down to some mysterious luck, and not to the other's superior knowledge.

Popular revolutions and political follies are the result of the general ignorance of the conditions which regulate the acquisition and distribution of wealth. Enough has been said already to show that there is no need for anyone interested in economic or industrial questions to speak or write without knowledge.

All over Great Britain the study of and research in economics is provided for to a lesser or greater degree. At the universities of Oxford, Cambridge, Birmingham, Manchester, Edinburgh, and Glasgow special facilities are available and libraries of value are attached to each.

Economics from Newspapers

The journalist with his ever increasing influence on the opinions of the people will do well to insure that when writing on economic and industrial questions his fundamentals are sound. One is appalled at times by what one sees printed in responsible organs on great questions. I well remember, during the early years of the war, some alarming articles being written to the effect that the Scandinavian countries were importing from the United States 25 per cent more wheat than they were in the habit of doing and therefore they must undoubtedly be sending large quantities into Germany to feed our enemies.

The economist would have recognized at once that these countries were in the habit of importing a considerable amount of the wheat they required from Russia, which by that time had become a non-exporting country, so far as foodstuffs were concerned, and it was obvious that the deficit had to be made up from other sources. The average individual will not trouble to find out the facts for himself, so he gets his economics from his newspaper with disastrous results to his education very often.

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FISHING INDUSTRY EMERGING FROM POST-WAR DEPRESSION

British Trawlers Sweep Seas From Murmansk Coast of Russia to the Shores of Morocco—Fleet Fishing Confined to Yorkshire Port of Hull

By LIEUT.-COMMANDER J. M. KENWORTHY

Special from Monitor Bureau

LONDON—Sea fishing has been an important industry in Britain for centuries. It has become of increasing importance in the last 50 years with the development of steam trawling. The British Isles produce a magnificent race of hardy, fearless fishermen. Before the coming of the steam trawlers, the staple British fishing industry was the capturing and curing of herrings.

The history of the herring is a romance in itself. This valuable food fish is only found in temperate or cold climates and comparatively shallow waters. Until about the beginning of the sixteenth century the herring did not venture outside the Baltic, owing to the whales in the North Sea. The English actually fought a war for the right of their fishermen to ply their trade within the Baltic. As a use was found for whale oil, whale bone and other products of this great sea mammal, the British, Dutch, and Norwegian whalers gradually drove the whales north and west. The herring then began to emerge from the Baltic and now visit the British Islands twice yearly in tremendous quantities.

Herring Important

The British-cured herring is a staple article of food all over Russia and Northern Europe. As giving some idea of the importance of the herring fishing to Scotland alone, in 1913 were landed 7,267,328 hundredweights of fish of all kinds, of a total value of £3,733,379 in Scotland, of which 4,449,321 hundredweights of a value of £2,087,753 were herrings. In 1924, by no means an exceptional year, the total fish landed in Scotland weighed 6,996,387 hundredweights of a value of £4,647,858. Of this the herring weighed 4,504,930 hundredweights of a value of £1,865,798. In 1924, 1,200,655 barrels of herrings were exported. Of these, 59,023 barrels went to the United States and Canada. Germany was the chief market for the remainder, and Russia the second.

But although the herring remains important to British fishing, it has been somewhat overshadowed in value by the fresh fish brought in by steam trawlers. Thus, in 1925, of a total value of fish landed from British vessels of £19,340,000, that is landed at ports in Great Britain and Northern Ireland, the value of the fish landed from British steam trawlers was £12,400,000 and practically none of this was herring. The herring is captured from drift net vessels. The total value of fish landed in Great Britain and Northern Ireland in 1925, from British and foreign fishing vessels, was £23,082,000.

The Steam Trawler

The coming of the steam trawler has, in fact, revolutionized the British fishing industry.

Line fishing is similar, except that a long line with thousands of baited hooks attached is laid out and ridden to. The drift net vessels and line fishing vessels are usually owned by their crews. Steam trawlers are owned by companies or individuals for the most part, but the crews have an interest in the results of each voyage.

The British trawling industry is not declining. It is true there are fewer steam trawlers at work, but they are of larger size. In 1913 the trawlers, and they are mostly English—the Scottish fishing vessels being chiefly drifters—numbered 1357 and in 1924, 1265. But their total tonnage in 1913 was 273,110 and in 1924, 284,105. The motor trawlers have increased from 6 in 1913 to 69 in 1924. On the other hand, sailing trawlers have decreased in numbers from 817 in 1913 to 336 in 1924. But this is part of the general process of replacing sails by steam or petrol.

The small British trawlers, with their crew of eight or nine all told, sweep the seas as far north as the Murmansk coast of Russia and as far south as the Moroccan coast of Africa. They ply their trade in the North Sea, the Irish Sea, the Atlantic, the Bay of Biscay, and round the coasts of Iceland.

Fleets Amalgamated

There are first the so-called weekly boats which go to sea from Monday to Saturday and whose owners or skippers refuse to fish on the Sabbath. There are the long-distance boats, mostly fishing off Iceland or the Bay of Biscay, which go to sea with a large supply of ice for three to six weeks. These first two classes fish singly. The third class fishes in fleets, under their own "Admirals."

Fleet fishing is confined entirely to the Yorkshire Port of Hull. The two famous trawling fleets are the Gamecock and the Red Cross.

These two fleets are now amalgamated under one management. They are the only trawler fleets in the world. Eighty vessels go to sea for six or seven weeks, and then spend a week in harbor refitting and resting. Every night the fleet is joined by a large, fast, and specially fitted trawler known as a fleeter. She puts overboard her trawl and fishes with the fleet that night, and at daybreak all trawls are hauled in all the vessels of the fleet. The fish are placed in special boxes and the trawlers then cluster round the fleeter. Having arrived in position they launch specially constructed dinghies in which are placed the boxes of fish, The dinghies board the fleeter, the boxes of fish are transferred, and the fleeter gives each vessel her letters and fresh provisions. This is carried out in all weathers short of a whole gale. The fleeter then returns with all speed direct to Billingsgate Market, London. By this means the fish arrives absolutely fresh and in prime condition.

Fitted With Wireless

The "Admiral's" "flagship" is fitted with wireless as are the fleeters, so that they can exchange positions and the fleeter can find the trawler fleet. The "Admirals" are specially chosen fishermen and are paid by results. They earn between £1000 and £2000 a year, or rather more than a rear-admiral in the British Navy. The fishermen in the trawlers in all three classes of fishing are on shares, that is they are paid on the result of the catch and have a direct interest in the voyage.

The question may be asked: "Is the British fishing industry in a languishing condition?" In 1924 British vessels landed in Great Britain and northern Ireland fish to the value of £15,594,794, and the total from British and foreign vessels was £18,617,637. In 1925 British fishing vessels landed £19,340,000 worth of fish, and the total of fresh fish landed from British and foreign was £23,082,000. Between the years 1886 and 1890 British fishing vessels landed on an average in England and Wales fish to the weight of 6,271,036 hundredweight, of a value of £3,929,198 each year The value of shell fish landed between 1886 and 1890 averaged £307,809. In 1924 British vessels landed in England and Wales fresh fish of a weight of 13,688,000 hundredweight, of a value of £15,150,221. In the same year shell fish to a value of £444,573 were landed.

Landings by Foreign Vessels

A great deal is said about the landings by foreign vessels, but in the same year, 1924, the total landing from foreign vessels direct from the fishing-grounds was 279,014 hundredweight of a value of only £459,357. From these figures it would not appear that British fishermen are being replaced by foreigners.

Let us examine now the number of men employed. In 1909 there were regularly employed in England and Wales 37,624 men and boys. In 1923, 32,935, and in 1924, 37,127. In Scotland in 1923, 23,794 fishermen were employed.

The number of fishing vessels of the first class in 1913 in England and Wales was 3,546, of a total of 173,301 tons, and in 1923, 2975, of a total tonnage of 176,332. First class fishing boats include all steam and motor boats and all sailing boats of 15 tons gross tonnage and upward. It will therefore be seen that though the number of fishing vessels has decreased, their size and total tonnage has increased. The fishing vessels of all kinds employed in 1913, in England and Wales, totaled 201,039 tons, and in 1923, 202,349 tons.

Prospect Improves

Similarly in Scotland. Accurate statistics were not kept in Scotland before 1915, but in that year 4654 fishing vessels of a total value, including gear, of £1 68,765 were employed, and they landed fish, including shellfish, of a total value of £2,109,022. In 1924 in Scotland 7055 vessels of all kinds were engaged in fishing and the value of boats and gear was £4,776,344. They landed in that year fish valued at £4,754,857.

To summarize: The sea fishing industry of Great Britain is in a flourishing condition.

The report written by the Fisheries Secretary of England to the Ministry of Agriculture and Fisheries, dated July, 1925, contains the following sentences, in rather more picturesque language than is usually found in an official report:

"It would be idle to suggest that the Fisheries have ceased to feel the effects of the war, or will cease to feel them within the lifetime of this generation. . . . The Fishing Industry, like every other industry in the country, is affected by all those circumstances of the time which, on the one hand, enhance the cost of production and, on the other, reduce the purchasing power of the community. But the industry as a whole appears to have emerged or to be emerging from the grave depression which set in after the brief spell of extravagant exhilaration brought about by the reaction from war conditions, and there is no apparent reason why, having emerged from the pit of depression, it should not begin to scale once more the steep hill of prosperity."

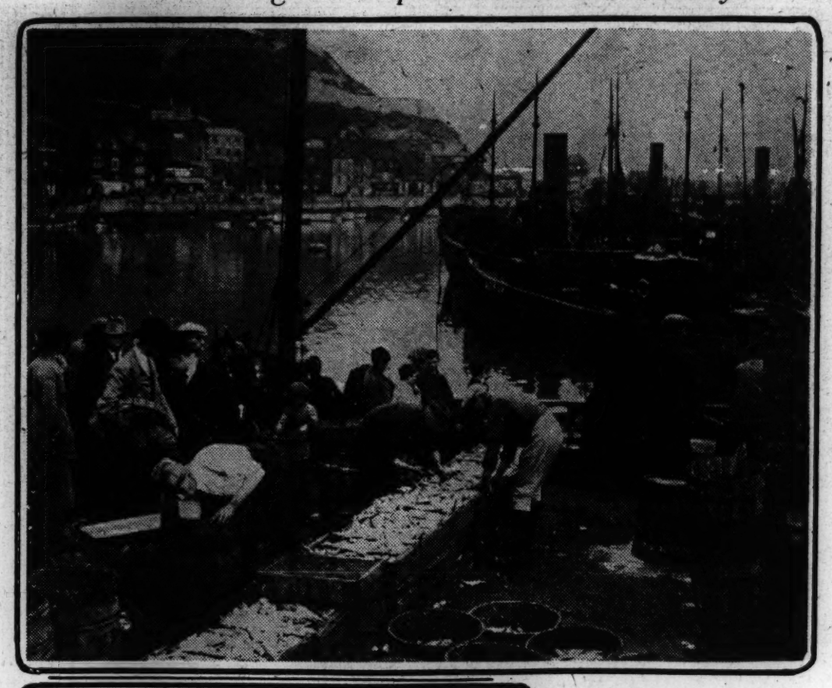
Men and Capital

In June of the same year the secretary of the Fishery Board of Scotland, writing to the Secretary for Scotland, commenced his report with the following sentences:

"It is gratifying to record that during the year under review the Scottish fishing industry recovered to a marked degree from the unfortunate conditions which had prevailed since the war. The improvement was most pronounced in the herring fishery, although the white fisheries also shared in the recovery to an appreciable extent."

The British fishing industry was particularly hard hit by war conditions. But both men and capital are forthcoming, and the industry is improving on its position in the best years before the war.

Sea Fishing an Important British Industry





By Permission of the Scarborough Corporation © Photo H. Walker.

Trawlers at the Fish Docks at Scarborough, With the Picturesque Cliffs for a Background.

Courtesy of the London and North Eastern Railway

Kits of Fish Waiting Sale After Discharge.

BRITAIN'S SEA POWER TRACED

Trade Expansion Begun in Reign of Edward III—Cunard Ship Line Founded

By CAPT. O. P. BEEMAN

Hon. Secretary, Reunion of British War Missions to the United States

Special from Monitor Bureau

LONDON—For several hundred years the people of the British Isles have traveled, and thus the development of shipping and the facilities for travel have expanded.

The reign of Edward III saw the beginning of the expansion of sea power and trade. He was a progressive monarch who took the throne in 1327 and he encouraged his people to turn their attention to developing their trade overseas. One of the most famous merchants of his time was John Philpot, who became Lord Mayor of London.

Discovery of Newfoundland

Following upon the passing of Edward, there was a lull, but in 1450 it is recorded that William Canynge, another far-seeing trader, owned a fleet of 10 vessels, manned by 800 seamen. The year 1485 saw the accession of Henry VII, who, like Edward III, devoted his energies to the promotion of foreign commerce. In 1487 Diaz rounded the Cape of Good Hope and five years later Columbus landed in the Bahamas.

In 1496 another notable figure steps into English shipping history in the person of John Cabot of Bristol. This merchant and navigator, enthused by the stories of discoveries, got together an expedition and sailed across the Atlantic, and in 1497 discovered Newfoundland.

Henry VIII was a keen supporter of shipping and shipbuilding, and during his reign some notable ships were built, and Trinity House was founded, which is still responsible for providing pilots for the Port of London and for maintaining lighthouses, beacons and lightships round the coasts of the United Kingdom. Then followed the Elizabethan epoch, that produced such great names as John Hawkins, Frobisher, Gilbert, Grenville, Raleigh and Drake. Hawkins and his brother owned 31 vessels; Drake was the first to find the entrance to the Pacific, in May, 1578, his largest ship being of 120 tons. Then Raleigh, in 1585, founded Virginia.

An Impetus to Travel

In 1621 the Pilgrim Fathers landed at New Plymouth. Eight years later Massachusetts was founded and in 1632 Lord Baltimore founded Maryland, which was quickly followed in 1635 by the establishment of New Haven and in 1636 by Connecticut. In 1600 Queen Elizabeth had granted a charter to the East India Company, and trade between India and Great Britain began in earnest. During the administration of Warren Hastings, which commenced in 1774, trade was further developed, and when he was succeeded by the Marquess Wellesley, India was steadily being pacified and commerce expanded.

The year 1759 saw the capture of Quebec by Wolfe and 10 years later Captain Cook discovered Australia.

In the early years of the seventeenth century, Alexander and Samuel Henry played a prominent part in developing trade between Great Britain and America, and they were known as "The American House." In those days the average transatlantic voyage took 30 days, but Alexander Henry, during his business career, crossed more than 30 times.

Reducing Time of Voyages

American yards built some splendid ships which made record voyages across the Atlantic, and English clippers were breaking records on the journey home from the East. One of the finest transatlantic voyages was made by the "Lightning," from Boston to Liverpool, in just over 12 days.

The early years of the nineteenth century saw the beginning of tremendous changes, which gave a great impetus to travel.

Then in 1802 came the first successful steamer, and in 1838 the first transatlantic steamship service, due to the enterprise of Samuel Cunard. He, together with his partners, started the British and North American Royal Mail Steam Packet Company, from which emerged the famous Cunard Line. He secured from the Admiralty the contract for the carriage of the mails, and 1840 saw the Britannia of 1000 tons register enter the service.

Improvements were steadily made, and in 1856 the Persia steamed from New York to Liverpool in a little over nine days. Six years passed, and then the Scotia reduced the time to eight days, 22 hours. She was the last paddle wheeler. The year 1881 saw the first steel steamer take the water, and in 1893 the first twin screw and triple expansion engined steamer—the Campania—carried the Cunard flag. The famous Mauretania was built in 1907, and finally the last word in pre-war shipbuilding—the Aquitania, five times as long as the first Britannia.

New Types of Vessels

But while such developments were taking place in the Atlantic trade, similar growth was noticeable elsewhere. About 1840, the Peninsular & Oriental Company was formed, and in 1842 the Hindustan began regular sailings between Suez and Calcutta. The construction of the Suez Canal in 1869 enabled the Peninsular & Oriental Company to build up a fine service to India and the East.

In 1806 Cape Colony was added to the British Empire, and 1857 saw the inauguration of the mail service to the Cape.

With the commencement of a regular service of steamers adhering to a time-table and carrying passengers, and what is called "finc" cargo, there came the necessity for vessels built solely for the purpose of carrying cargo. Today we have the fast and palatial liners, working to a time-table—capable of carrying 2000 passengers and a crew of about 400.

Making Travel Enjoyable

How many of those who regularly cross the Atlantic or who in journeying to Australia visit as many as nine ports in six different countries, realize that the minimum saloon fare is in the first case barely 8 cents a mile and in the latter about 5 cents.

Careful organization is needed to achieve the smooth-running of a modern ocean liner. As one steps off the deck of the floating hotel of today one can scarely forbear to think of the skill and enterprise of those who have contributed to make travel so enjoyable—of the shipowner, whose enterprise and able management have carried on and enhanced the traditions of the past; of the architect who designed, and of the builder and his workmen who carried out the architect's dreams; of the decorators who reproduced in the public rooms the best art of bygone generations; of the engine room complement who kept the engines ever running; and above all, of the commander and his officers who, amid sunshine and storm, fog and ice, have brought the ship safely to port; each and all necessary to enable the seeker after either trade or change to achieve his aim.

"The most advanced nations are always those who navigate the most." Thus wrote Emerson. If this statement is accepted, then surely Great Britain and the United States may claim to be advanced nations; and if understanding comes through knowledge then shipping has provided the opportunity for the English-speaking peoples to know and appreciate the sterling qualities of each other.

RECLAMATION INDUSTRIES PLAY LARGE PART IN BRITISH TRADE

Waste Is Described as Unused Material—Paper-Basket Contents Salable—Striking Products From Residuals

By SIR ALFRED ROBBINS

Well-Known London Journalist and a Prominent Freemason

Special from Monitor Bureau

LONDON—When the by-ways of industry are studied equally with the highways, it will surprise very many to find how important and increasing a part in British trade and manufacture is taken by what may broadly be termed industries of reclamation. The proud claim of the Chicago pork-packer that he canned everything of the pig but its squeal, is instinctively and in essence that of every factory-owner and manufacturer who seeks to win wealth from waste, riches from residuals.

Though the specific term "residuals" is usually limited to the gas industry, it is far from being the only one that is helped by the turning to profitable use of by-products, or what used to be sweepingly termed "waste."

The waste-paper basket is not to be treated despitefully, for its contents are salable to those merchants who wish to turn them to use once more.

The self-styled "practical man"—usually the most unpractical outside his own little narrow deep-dug groove—is apt to put all such considerations aside by recalling Jonathan Swift's Lilliputian scientist, who professed to extract sunbeams from cucumbers.

Rubber, Coal, Wood

In the main, therefore, and as far as British industries are concerned, the cases of rubber and coal can be considered without forgetting the older special example afforded by wool. Of the two first mentioned, that which reveals what can fairly be called a romance of trade, is the reclaimed rubber industry, as this brings out of rubbish of almost indescribable variety, material of daily value to the community in the most diverse ways.

A concrete example of what is being increasingly done in this direction will furnish a more complete illustration than a volume of vague description.

Messrs. James Ferguson & Sons, in their Lea Park Works, collect at the outset their semi-raw material from every quarter. It ranges from boot heels to bus tires, broken hose-pipes and rubber rings from old pickle jars to rubber parings from costly motor tubes, teats off babies' feeders to shattered shock-absorbers from our greatest battleships. Mingle these with cycle tires and inner tubes, railway buffer blocks, carriage door springs, billiard cushions, bathing galoshes, and rubber soles; and one sees in the mass the miscellaneous rubber waste to which resiliency, or some other temporarily lost property, has to be restored.

Aniline Dyestuffs

Let one turn from rubber waste to coal-gas residuals, and the same beneficent effect of reclamation of rubbish through industry is made manifest. In the matter of coal, this is shown not only in the production of coke, which has always been a marketable commodity but in the far more picturesque production of color. An illustration of the first phase has been drawn from south-western London: one of the second shall be taken from northwestern England.

"Aniline" is in strictness a misnomer when applied to dyestuffs. It is not of itself a dyestuff, but an intermediate in one process of dealing with coal. There came a happy accident, yet an accident which revolutionized the color industry.

This derivative from coal tar, when being experimented with by an 18-year-old pupil of the Royal College of Chemistry, who thought he could obtain from it quinine, developed a purple color, the first "aniline dye" to be discovered; and its later developments are matters not only of industrial history but of daily observation.

Discovery of Glycerine

The romantic story of the discovery of glycerine in the waste products of soap making, which had long been allowed to flow into the Thames, with the result of adding greatly to the national wealth, and not a little, through the medium of high explosives, to the national defense, has often been told; and Price's Patent Candle Works add much to its volume every day.

Even the smaller phases of successful efforts at reclamation are full of suggestive interest. The great railway systems utilize what is derived from the cotton waste, used by engine drivers to wipe oily hands, and turn it into soft soap. Briquettes for briskening fires are made from town dust heaps.

Of all apparently waste products, what less useful would our old friend the "practical man" adduce than loud applause at public meetings? Yet Mr. Gladstone—and he spoke on such a point with unchallenged authority—once observed, "The orator takes up from his audience in vapour what he returns to them in flood." Oration making, like oakum picking, is today a dwindling British commodity, but the long success of each is testimony to the value of the industries of reclamation.

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BRITISH SHARE OF WORLD TRADE LARGER THAN BEFORE THE WAR

Merchant Marine More Than Maintaining Its Position, in Spite of Competition of Subsidized Fleets—Growth of Commerce Is Triumph of Individualism

By SIR MAX MUSPRATT, Bart.
President of the Federation of British Industries and Chairman of United Alkali Co., Ltd., Liverpool

Special from Monitor Bureau

LONDON—The growth of British commerce is a triumph for individualism rather than concerted effort. It was just this inherent individualism in the British character that in the past enabled the companies of English merchant adventurers, sailing without the support of and often even disowned by their country, to go out and capture the trade of the world. It is this very quality which, in these days of organization, is calculated to hinder Great Britain in her efforts to retain her supremacy in many markets. Even before the war the carefully combined and coordinated trade action of Germany was a growing menace to the United Kingdom, and since 1918 other competitors, equally well organized and equally sensible of the value of concerted effort, are contesting the fat share of international trade which Englishmen have come to look upon almost as their birthright

Organization is an essential to success in every field of human activity. In America, though every incentive is given to individual enterprise and energy, organization has become almost a passion. Certainly its usefulness is possibly over rather than under rated, and for this reason, a piece of business organization which to Englishmen appears phenomenal might be dismissed by American observers as quite unremarkable. I refer to the rapid growth of the Federation of British Industries, which is one of the romances of British commerce.

Federation Grew Rapidly

It was only in 1916 that a small body of prominent manufacturers, who realized the necessity of some central body to co-ordinate and represent all the interests of the United Kingdom, bound themselves together to found the Federation of British Industries. The original idea was that the organization should help British exporters to take immediate advantage of the commercial opportunities which were expected to follow upon the conclusion of the Great War. Once started, the federation grew so rapidly that at the present moment it is the largest and most powerful organization of manufacturers in the world.

Its membership includes all the important trade associations in Great Britain, while altogether its total direct and indirect membership numbers some 20,000 manufacturing establishments, representing a capital which, while almost impossible to calculate accurately, has been roughly assessed at a figure in the neighborhood of $25,000,000,000. In addition to its chief office in London, it has 16 different offices in the principal industrial towns of the British Isles, while the ramifications of its overseas representations cover no less than 46 different countries.

Assumes Wider Functions

Founded originally to promote the interests of British manufacturers in the struggle for world trade after the war, the Federation of British Industries has rapidly assumed much wider functions. It is constantly referred to by Labor speakers as "the thinking box of capitalism" or "industry's general staff," descriptions which are singularly apt. Besides its manifold activities in the direct promotion of British trade interests abroad, it acts as the collector and distributor of information likely to be of use to manufacturers.

In pursuance of this aim it has naturally directed much attention to both the German and United States markets. British manufacturers have much to learn from the state of business conditions in America, and accordingly, nine months ago my immediate predecessor in office, Col H. Vernon Willey (who is head of the woolen textile firm of Francis Willey & Sons of Bradford & Boston) together with G. H. Locock, overseas director of the Federation of British Industries, made a protracted tour of many of the industrial centers of the United States. On their return to England they issued a report on American business conditions which was widely quoted in the press of both the United Kingdom and the United States.

Army of Unemployed

It was this report, for example, which first pointed out that our British national habit of decrying ourselves and indulging the truly English luxury of being pessimistic, was creating a very serious impression in certain circles of American business opinion that as a producing country Great Britain was wobbling on its last legs. Accordingly, the Federation of British Industries has made it one of its duties to try to correct this erroneous idea by supplying the true facts of the industrial situation in England.

We have in this country to bear a staggering load of national and local taxation We have recorded in the past two or three years a heavy excess of imports over exports. We have to spend money in maintaining the great and unproductive army of our unemployed. We have districts where closed factories, cold furnaces, and rotting slipways seem to presage the end of British industrial prosperity. There is, it is true, ample scope for the pessimist to paint his lurid picture, if he concentrates only on these black spots, but a close or even an impartial analysis of the facts will show how misleading is the inference which is too often, I am afraid, drawn by responsible business men from a study of the more depressing aspects of the situation.

What is the true position?

Great Britain's financial position is sound, her credit throughout the world unassailable, which it certainly would not be were the facts as bad as they are sometimes painted.

We are supporting a taxation of 25 per cent on our national income, and, in addition, the debt service to our Allies, against which we are receiving nothing, but which is included in our taxation and therefore in our manufacturers' overhead charges, is equivalent to a direct subsidy to the industrialists of allied countries, many of whom are successfully competing against us. Yet, though we are bearing such an enormous burden of taxation, we have, by a great effort, restored our currency to parity, but this return to the gold standard has not been accomplished without serious handicap to the export trades in which the greatest proportion of the United Kingdom population is normally engaged.

In spite of all these adverse factors we are, in fact, enjoying a larger share of the world trade than we were before the war. True, our total exports are smaller but it is world trade that has declined, not Great Britain's share of it.

Again, though the shipbuilding trades are certainly depressed, the British merchant marine is more than maintaining its world position, in spite of the competition of the subsidized fleets of other nations.

"Invisible Exports"

Our unemployed are the legacy of the war. In a normal year some 200,000 persons should leave the United Kingdom annually to emigrate overseas. During the war years this outward movement stopped, while since the war, owing to restrictive measures on the part of countries taking British emigrants and to other causes, the rate has hardly reached 100,000 a year.



SIR MAX MUSPRATT
Lord Mayor of Liverpool, 1917; Active in Business and Political Spheres; Knighted in 1922.

It is indeed doubtful whether, even were our trade materially to increase, we should ever absorb into employment more than half the total of the "out-of-works" which we have to carry at present.

The adverse balance of imports over exports is in great part redressed by the large "invisible exports" which we enjoy in the shape of returns on British capital invested abroad. In addition there has been, since the war, such an increase in home trade as to lead many capable observers to ask whether the basis of British trade is not changing and whether in the dim and distant future, Great Britain will not rely more on internal than export trade. Another most encouraging feature is that British exports are steadily increasing to those quarters of the globe which experts tell us must be looked upon as the future basis of British trade. These are the huge and undeveloped markets of the British Empire and of the republics of Latin America.

Period of Transition

One of our troubles is that our productive plant was designed largely to supply the needs of European markets which have since the war been, for one reason or another, virtually closed to us. It will be readily appreciated that it is not possible suddenly to turn over from these old markets with their millions of people to the much richer but much less thickly populated markets of the Empire or South America, with their differing needs and conditions.

British trade is in a transition period, but I hope that I have said enough in this necessarily brief review to show first that the bases of our commercial prosperity are firmly fixed—we have the credit, the manufacturing ability, the distributing machinery—and that we are, in spite of enormous burdens, which will lessen every year, getting as much of the world trade as ever we did in the past.

CITY COMPANIES OF GREAT AGE

Industrial Organizations in London's Early Days, Are Now Chiefly Ornamental

Special from Monitor Bureau

LONDON—The City of London Livery Companies of which there are 76, are today chiefly ornamental, but they once ruled the capital of Great Britain and monopolized political and municipal power there. They had their origin in the craft guilds of the Middle Ages. Handicraftsmen then banded themselves together into organizations, comparable to the trades unions of the present day, for mutual benefit and especially to free themselves from exactions, primarily of the lords of the manors, and afterward of those also of the tax gathering sheriffs of the monarchy. Little by little the companies acquired wealth and political power.

In 1375 Edward II issued an ordinance which transferred to them the right of election of corporate officers, including members of Parliament. Another Ordinance by the same king required every citizen of London to be a member of one of these bodies. A law of Edward IV, passed in 1467, associated the Masters and Wardens of the companies with the Mayor and Sheriffs in the Common Council. By Act 15 of Edward IV Masters and Wardens, together with "honest men of their mysteries" (i. e. trades) were bidden to come in their "liveries" (uniforms) to the elections. The parliamentary franchise was restricted to "liverymen" or delegates of the main body of the freemen, that is, to superior craftsmen and traders.

Industrial Self-Government

The companies afforded a means of industrial self-government. They stood for the welfare—temporal and spiritual—of their members. They included employers as well as employed, the basis of their organization being community of trade interests. Their functions included the regulation of business. The wardens of the Grocers Company were authorized to "assayen weights, powders, confeccions, oyntments and all other things belonging to the same crafte." The goldsmiths analyzed metals. The fishmongers supervised the fish market. The cloth workers regulated conditions for weavers. Everyone carrying on any particular trade was required to join the company most nearly concerned with his activities.

Assisting a Craftsman

It was enjoined "that no man of the fraternite take his neyghbor's house yt" (that) "is of the same fraternite, or enhance the rent against the will of the aforesaid neyghbor." A craftsman in distress was to be assisted "out of the common money according to his situation, if he could not do without."

The companies gradually acquired property and became representative of the wealth of the city of London. In 1544 they advanced £21,000 to Henry VIII for military operations in Scotland. Decadence arose with the growth of monopoly. The control of the companies gradually ceased to be in the hands of the craftsmen and passed into those of masters, wardens, and assistants decreasingly engaged in industry, and unable to meet competition successfully. Paternal relations between employers and employed fell into disuse. Capitalists defied the authority of the companies, and trade passed into other hands. The companies nevertheless still continue to exist as holders of property. They also usefully administer a number of charitable and other trusts.

The "worshipful" company of Mercers comes first in recognized order of precedence. Its headquarters are in Mercers Hall, Ironmongers Lane, Cheapside, E. C. 2, close to where the original mercers kept their stalls. It controls the well-known Mercers and St. Paul's Schools. Its first charter was given by Richard II, in 1393, but it claims to trace back its history to 1172. Mercers were originally peddlers who handled a variety of small articles, including wigs and spices.

In 1296 they took up woolen manufacture. In Henry VI's reign they had become dealers in silks and velvets. Thomas à Becket, Archbishop of Canterbury and Chancellor to Henry II, was the son of a mercer, Gilbert Becket, who was also a crusader, and legend says married a fair Saracen in Palestine. Dick Whittington and his cat (corrupted from the fourteenth century word achat or barter) of nursery rhyme fame, who made his way from poverty to be thrice Lord Mayor of London (viz. in 1397, 1406, and 1419), left to the company a school and almshouse it still administers.

The Grocers come second in order of city dignity. They have a hall in Princes Street, E. C. 2. They were known in 1180 as Pepperers (from selling pepper). In 1383 they were given part custody of the "King's beam" in Woolwharf for weighing wool in the Port of London—the first beginning of a customhouse. In 1450 the Grocers Company shared with the city the office of the "Garbellershippe of spices."

It thus became empowered to enter any shop or warehouse to find out spices and drugs and to test and garbel (sift) them, an office so profitable in fees that garbellers paid fines to the Crown for the privilege of holding it. So influential did the grocers become that both Charles II and William III accepted membership of their body. Cromwell and Fairfax were guests at one of their entertainments. On this occasion a contemporary writer says there was "no drinking of health, nor other uncivil concomitants formerly of such great meetings, nor any other music than the drum and trumpet." The surplus food was sent to the London prisons and £40 was distributed to the poor.

Mayor Fits Out Fleet

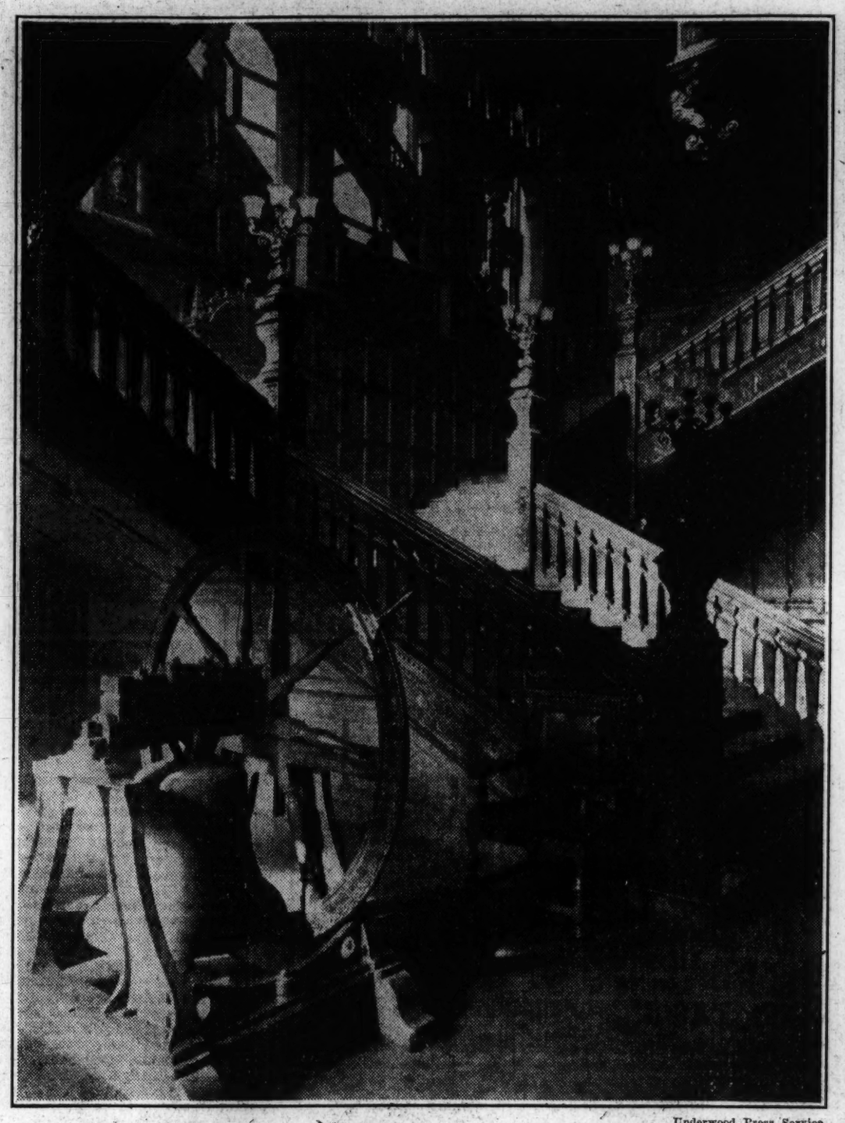
Sir John Philpot, one of the members of the Grocers Company, who was Mayor in 1378, himself fitted out a fleet and captured 15 Spanish ships. Sir John Welles, Grocer, who was Mayor in 1431, repaired the "miry way leading to Westminster" (i. e., the present Strand). Lawrence Sheriff, warden in 1561, and Grocer, founded the great school at Rugby. Today the Grocers Company supports many charities. It also keeps up schools and provides university scholarships for poor students.

Third in the list of precedence is the Drapers Company, which has a hall in Throgmorton Street, built after the great fire of London. This company was incorporated in 1439 to regulate the sale of cloth. It paid to Edward I two marks of gold yearly at the feast of Michaelmas (Sept. 29). It is also described in the reign of Henry II as paying fines to the king for permission to sell dyed cloth. In 1476, 40 for the company rode to meet Edward IV on his return from France. Later on it raised 200 men to fight against Kentish rebels.

The Goldsmiths' assay of the coin of the realm, "trial of the pyx" (box in which sample coins were placed by the mint) first referred to in a statute of Edward I, still constitutes an annual ceremony. The "Hall Mark" upon articles of gold and silver was placed there at Goldsmiths Hall, Foster Lane, E. C.

The Skinners, Merchant Taylors, Haberdashers, Salters, Ironmongers, Vintners and Clothworkers complete the list of the greater companies. There are 11 others besides.

Handsome Staircase in Grocers Hall



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WOMEN ACTIVE IN MANY TRADES

Great Britain Has Nearly 5,000,000 Employed in Industry

Special from Monitor Bureau

LONDON — Within a few short months of the armistice, the women called up to fill the places of men during the war, had gone back by the thousand to their ordinary trades, such as the cotton, wool, and hosiery industries, or had returned to take up the care of their homes. The impression left of the capacity of women to fill responsible positions requiring technical skill and knowledge, had, however, made a definite mark, and had it not been for the trade depression following the war, the history of women in industry today might be a very different story.

The worsted and the wool trades in Great Britain employ about one-third the number of women absorbed by the cotton trade. Hosiery hands number normally about 60,000, and the rapidly growing artificial silk industry is attracting many women.

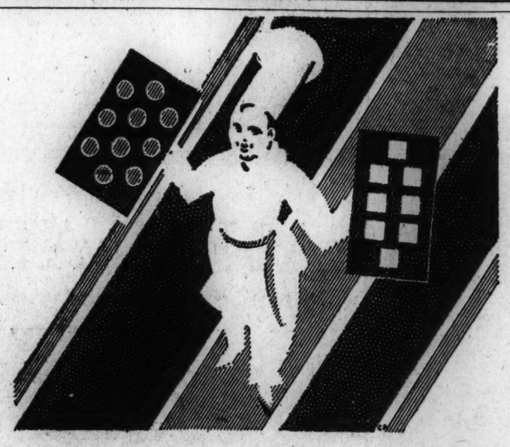
The metal trades have drawn more workers into their ranks of late years, the great increase in the bicycle and motor trades, the stamping and pressing processes of much of the metal work formerly cast, having made all the difference to the possibility of women being employed in various branches of metal manufactures.

The electric light industry, in which women undertake the mounting of the filament and the air exhaustion in the bulbs, is work suitable to women and fairly well paid, even if chances of outstanding promotion are few. In one London factory alone 3000 girls are employed. In the pottery district of Staffordshire many thousands of women are employed and a number are to be found in glass works.

In the more highly skilled trades, 100,000 women were in printing and bookbinding trades in 1921. All kinds of die stamping and printing is done in many factories by girls. In the principal boot and shoe making centers, women are largely employed. The work of fitting and sewing uppers is highly skilled work. Light shoes and slippers are made by woman labor to a large extent, and all the finishing, the trimming and packing is done by women and girls, but though good wages are paid for private hand-sewn work, wages for women in boot factories are never very high.

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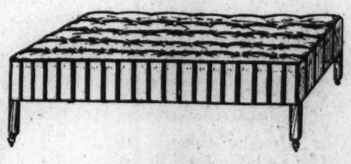
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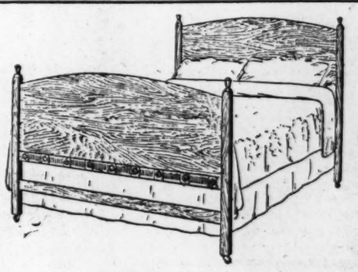




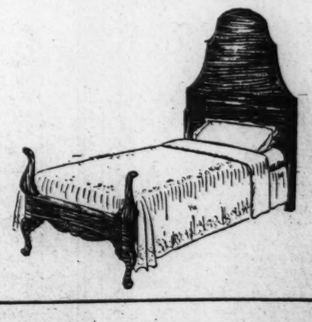
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CHANGE SEEN IN BRITISH YOUTH

Younger Generation Facing Problems With Soberness —Outlook Brightening

By B. IFOR EVANS
Professor of Literature at Southampton University

Special from Monitor Bureau

LONDON—I have read once again the information I have gathered from various sources on the mentality and outlook of England's younger generation. Many of the resulting opinions are at variance, yet I find a certain note of reassurance, not only from employers but from young men and women themselves.

Undoubtedly rapid changes have taken place in the mind of England's youth since the end of the European war, and it is difficult at times to keep pace with all the gyrations. One observer who has had opportunities of watching the position from many angles said to me, "If you asked me five years ago what I thought of young people over here, my opinion would not have been a high one. After the war their whole minds were dominated with pleasure-seeking. Of course it was not strange: both men and women had been held in for five anxious years at an age when one usually expects a little enjoyment in life. When peace came, they flung themselves into a round of dancing and theater-going. It is over now, except for a small group. The mind of the younger generation is sobered; they are settling down to work, and they are working very well."

Difficulties During the War

On the whole I believe that summary of the situation to be correct. It must be remembered that the European war made training for professions and trades extremely difficult for young men in England. A youth who was 18 in 1914, was probably snatched into the army for a period of five years, and in 1919 was thrust out onto the world without an adequate training for civilian life. I have come across a number of these men who have faced out the position with courage. One finds that they have taken posts in commerce and industry which bring them in an income considerably less than their payment in the army during the war.

The following story, told me by an ex-officer in an industrial firm, is typical: "Things are getting steadily better in my opinion," he said, "but you must remember the difficulties. My total salary from my firm is the equivalent of about £380. Before the war one might have lived tolerably on that, but the position is different today. My house, which I rent, costs me, with local and government rates, £80, and besides this I have to pay income tax of about £26. This leaves me with under £280 to meet every expense. I have a wife and one child, and out of £280 must come school fees, clothes, food, everything. We economize in every possible way, and yet for the last few years I have considered myself lucky if I could balance my annual budget.'

There are many others similarly placed, and one's admiration goes out to them. No generation in England faced its young years of responsible life with such a load of taxation or with such a heavy cost of living; yet there is a belief that the worst period is over, and that soon there will be increasing opportunities of initiation and development.

The unhappiest group in England today consists of the young men from working-class families who enlisted in the army, not only without civilian training, but without much general education.

Educated Men In Demand

On the other hand, there is next to no unemployment among such men as have had an adequate university education, or some specialized technical training. This fact was brought out to me very clearly by the director of a number of popular London periodicals. "Remember," he said, "that unemployment is confined very largely to unskilled men. It is almost nonexistent among men of initiative and good qualifications. The war took a very heavy toll of our university-trained men, and there are demands on every side for keen, well-educated men to replace them.

"It is pathetic to think how many young men of this type were lost in the war, yet we must face out the facts. I was looking round a few weeks ago for a properly-qualified advertisement manager for one of my papers, and I failed to obtain the man I wanted. You will find young men well under 30 in all sorts of positions of importance in England today. Whatever may be said of unemployment, this country presents today indefinite scope for the young man who has been intensively trained and who can apply this ability."

Trained and Untrained Men

A different aspect of the relative position of trained and untrained men was presented to me by Mr. Austin Hopkinson, M. P., one of our most original employers in industry. He said that if his choice were unfettered he would choose Oxford and Cambridge graduates for important executive positions in industry, or possibly ex-officers of the army and navy. He believed that the man with a wide general education was more capable of framing policies than a man who had a narrow technical education.

"It is easy enough," Mr. Hopkinson said, "to find men who know things. The difficulty is to find men who can do things. The elementary school children (the elementary school is more or less the American public school) who come into industry are remarkably nice children, such things as dishonesty being extremely rare among them. But they are rather lacking in enterprise. However, getting on in the world is, after all, not the whole aim of man, particularly in an ancient civilization like ours.

Other Things Besides Wealth

"In the very new civilization of the United States the love of money seems to remain the predominant factor in human life, and renders the direction of industry in that country extremely easy. In our country, the workers perceive that there are desirable things beside material wealth, and this renders the conduct of industry very difficult. But no employer who believes in the future of his nation would wish it otherwise."

I have quoted Mr. Austin Hopkinson's opinion at some length, for he is generally regarded as an authority on this subject; and, further, I find his views paralleled by those of many other employers. Many masters of industry in England regard with some apprehension the increasing demands for leisure on the part of their younger workers. A widespread belief seems to exist that in America a man will work on and on as long as his pay and his rate of pay increases. This enables certain industries to keep working six of seven days a week. In England, the young worker, once he has earned a living wage, wishes to stop work and be master of his own time.

Adult Education Facilities

The critics of this tendency assert that the increased leisure is spent in sport and in undesirable forms of idleness. On the other hand, there are indications that a large number of young industrial workers in England are desirous of educating themselves. Numerous facilities for adult education are supplied all over England and especially in industrial areas. The problem remains as to whether England can afford to give a living wage and yet allow large leisure hours; and on the other hand whether she can compete with her foreign competitors.

The problem of the young industrial worker is one of the most serious which faces England today; the desire to "get on" and the desire for thrift have largely been replaced by a desire for a more restful and at times a more cultural life. Mr. Austin Hopkinson, as will be seen from the passage which I have quoted, welcomes this developing attitude, though he admits that it adds indefinitely to his problems as an employer. Many of his fellow employers are not so optimistic, and all admit that it is a serious and many-sided issue.

To summarize the position, as it results from my investigation, I would say that the position of the uneducated and untrained man in England today is a clouded and unhappy one; and as a result of the European war we have too many men of this class amongst us. The industrial worker and the trained mechanic is demanding a wider life, with more varied pursuits. His experience in war has often taken him through Europe and into the East, and as a result he has a more cultivated outlook. His demands for leisure, however, are greatly complicating the industrial problem. Finally, the young man of education and initiative is, with few exceptions, finding ample scope for his ability in the England of these days.

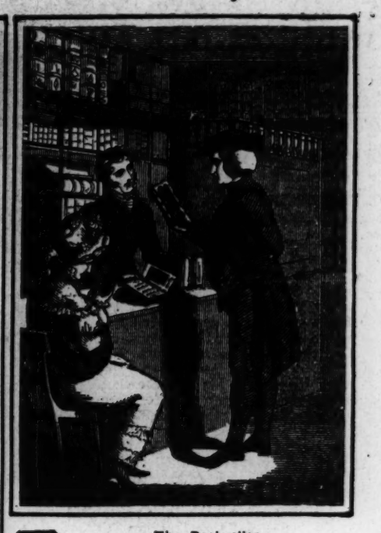
Shopping Methods of a Hundred Years Ago Offer a Good Foil to Brilliant Displays of Twentieth Century Stores



The Shoemaker.



BURLINGTON ARCADE, PICCADILLY, AS SEEN IN AN OLD PRINT.



The Bookseller.

Shopping Trip of Century Ago Had Personal Element Now Lost

Small Stores, Dimly Illuminated by Candles, Where Shop Assistants "Lived In," Were Predecessors of Today's Palatial, Well-Lighted Institutions

Special from Monitor Bureau

LONDON—One hundred years ago a youth from the provinces came to London, and nearly at the top of Holborn Hill, hard by the Church of St. Andrew, where Benjamin Disraeli had just been baptized, he set up a modest shop, where you could buy good sheets and household linen at fair prices, as set forth in John Bull and other organs of the daily press.

It was a small business, but the youth was ambitious, and that ambition has persisted until the modest little shop has developed into a huge store, containing acres on acres of floor space, employing thousands of assistants, with a turnover of millions of pounds per annum, and supplying everything that men and women may need in the way of furniture, fashions and drapery.

The history of this establishment, which we refrain from naming, is the history of shops and shopping in London during the last 100 years. Let us make a few comparisons between then and now. First as to size. London 100 years ago was confined to the City, Westminster and Southwark. Paddington, where Whiteley's rears its monster pile, was a village in the country, and Knightsbridge and Kensington, where Harrods, Barkers and other huge establishments flourish, were similarly rural or fashionable places, to be reached in your private coach or by the aid of a "chairman," if he could be induced to go so far. Trains and omnibuses, and especially tubes, were unknown. The site of Selfridge's in Oxford Street was almost a stone's throw from the fields.

Change in Rental

Rents were immeasurably lower. Today the rent of such large stores as we have indicated would give a single man, in Dr. Johnson's phrase, "the potentiality of growing rich beyond the dreams of avarice"; 100 years ago—we quote from a contemporary guidebook, "In the great trading streets, rents run from 100l. to 400l., 50l., 60l., 70l. or 80l., and in inferior situations, proportionately lower."

Limited liability companies, multiple traders and universal providers were unknown; independent shopkeepers flourished, each dealing in a single article, or two or three at the most, and each living on the premises, as the original of John Gilpin did in Cheapside. There were printsellers, linen-drapers, wax-chandlers, comb-makers, pewterers, silk-mercers, ornamental hair and perfume manufacturers, staymakers, milliners, haberdashers, furriers, pencil-makers, goldlacemen, whip-makers and clockmakers, all playing their avocations within the small compass of Fleet Street, Pall Mall, the Strand, Haymarket, Cheapside, Holborn, Cornhill or Bond Street.

When Clerks Slept Under Counter

The shopkeepers in question lived over the shops (one of them does so today in Bond Street, where "stores" are unknown), the apprentices, as witness the case of Ebenezer Scrooge and his fellow apprentice, Dick Wilkins, slept under the counter, as did Sir Edward Clarke, the doyen of the English Bar, before he forsook trade for the law. The "living in" system may still prevail to some extent, but no shop assistant sleeps under the counter today; most of them are living 5, 10 or 20 miles out in the suburbs of the "Great Wen," as Cobbett described London.

You may see what kind of shops they were from one or two existing near Temple Bar today, narrow little buildings about three stories high, and packed together closer than soldiers on parade. There were none of the splendid sheets of plate glass to be seen in the stores today; for the glass was made only in comparatively small pieces, and the window tax, that abominable insult to King Sol, lay heavy on the land.

Display Windows

The windows were meant for display far less than they are today, and what goods were put there to attract customers could not be seen very well when daylight had faded, for electricity was unknown, and the illumination, as given by the candle, served only to make darkness visible. You may remember that when Bob Cratchit's fire went out in his dismal little cell beyond Scrooge's counting house, he put on his white comforter and tried to warm himself at the candle. No doubt the candle served as both illuminant (!) and fire in many shops of 100 years ago.

The hours were long, far longer than they are today, for there was neither law nor public opinion to say how long work should be continued. The master pleased himself, according as physical fitness or avarice dictated; the man had to take copy from his employer's example. Saturday half-holiday was unknown, and early closing on one day of the week was a thing undreamed of.

An Evening Dress

Shopping 100 years ago was a serious business. No doubt my lady who could order her barouche and drive sedately through the streets found nothing to grumble at in the thoroughfares, and could spend what time she pleased in choosing her outfit. Here is a description of an evening dress of that day: "Of very fine clear India sprigged muslin, over a white satin slip, trimmed next the feet in two rows of white satin rosettes, medallion ornaments, over which runs one distinct row of the same; the whole surrounded by white satin points en coquillage. Short sleeves to correspond with skirt; finished round the arm by white satin edged with fine narrow lace and separated from the muslin by a new embossed trimming in rosettes, in the center of which is placed a fine pearl. Stomacher à la Parisienne, of white satin and blue ribbon. White satin toque hat, with rich cordons of coquelicot, and a superb plumage of white and scarlet feathers intermixed. A carved ivory fan, white kid gloves, and white satin shoes complete the dress."

How thoroughly charming! We can imagine how the shopkeeper would rush to the door as my lady stepped out of the barouche, and how each material was examined at that door—for the light inside the shop was feeble—before a final decision was made.

A Personal Link

There was personal service, too. Between shopkeeper and customer there was a personal link which, it is to be feared, is entirely unknown in the case of the multiple stores. The name of My Lady Bareacres appeared in the ledger, but My Lady Bareacres was known and welcomed—despite a trifle owing — whenever she graced the dingy, uncomfortable shop with her presence. Would she be known if she stepped within the portals of a big London store today? There would be no obsequious shopkeeper poor enough to do her reverence, and the board of directors upstairs, with a titled nobleman or two among them, would go on planning a mass attack by lavish advertisements, "desperate bargains" or free samples, on the "purchasing public," as customers have now come to be called. Goods may be cheaper, the service may be more efficient, you may be able to get in one singie shop everything you require, instead of visiting a hundred small establishments, but shopping today, it must be confessed, so far as the multiple stores are concerned, lacks a good deal of that personal element in which our great-grandmothers so much delighted.

Today shopping is becoming more and more a matter of ordering by post and cash on delivery. Even that great official governmental department yclept the General Post Office, has come to the aid of the universal providers. No doubt, it all makes for dispatch of business and the increase of trade, but one cannot behold the passing of the old order of things, when a worthy tradesman lived over the shop and knew every customer by sight, as well as by name, without a sigh of fond regret.

BRITISH DRAMA HAS BIG REVIVAL

Social Problems Arising From Industrial Conditions Reflected on Stage

Special from Monitor Bureau

LONDON—It is by now a truism, among all who follow dramatic tendencies, that there has been a great revival of interest in drama throughout the smaller British communities.

This development, though it may sound hardly consonant with the dour industrial activities of such immense industrial centers as Birmingham, Manchester, Sheffield, Glasgow and Dublin, is a good sign. As Sir Henry Hadow, vice-chancellor of Sheffield University, recently, in the Repertory Theater there, said, a revival of drama has always synchronized in history with a period of exuberant national vitality, as exemplified by Greece in the days of Sophocles, England under Elizabeth, and France under the Grand Monarque.

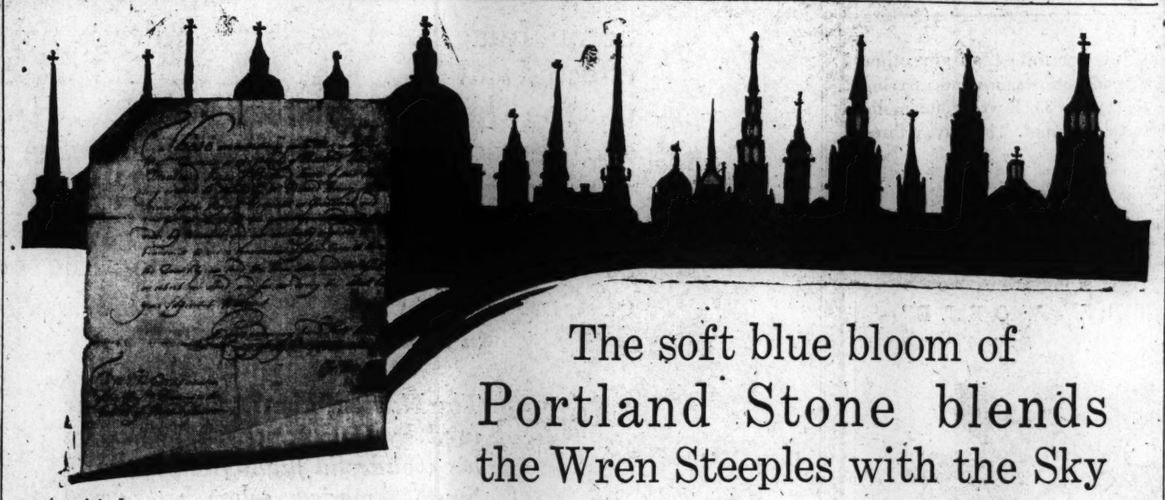
It has been observed before now, that the growth of modern drama and its escape from the theatrical decadence of the mid-nineteenth century, has synchronized closely with the industrial development of Great Britain, and it is worth remembering that the national dramatic zenith, with the first triumphs of Shaw, Barrie, Galsworthy, Synge and others, from about 1903 to the outbreak of the war—unquestionably the most brilliant decade that British drama has seen since the Elizabethan age—was attained almost at the exact period of Britain's greatest industrial prosperity.

Upon the modern post-war drama industrial activities are still operating, in curious and interesting ways. Not only are the dramatic sides of the cinema and the wireless industries engrossing the attention of an increasing number of persons, but the social problems created by industry and the ever-increasing mechanization of individual lives, are being more clearly reflected, and in some instances discussed, upon the stage.



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MAIL AND GOODS AIR TRAFFIC STEADILY GROWING IN BRITAIN

Post Office More Inclined to Advertise Airways, While Catering Business Investigates Possibilities of Aircraft in Making Deliveries Throughout the Country

By MAJ. C. C. TURNER
Authority on Aviation and Member of the Royal Aeronautical Society

Special from Monitor Bureau

LONDON—In the aircraft industry one finds that commercial air developments are regarded as of very minor importance. That, however, was to have been expected, for the industry has been kept alive almost entirely by Government orders for naval and military machines, while the majority of the craft used for goods and passenger-carrying hitherto have been largely based on war designs and war material. It may, nevertheless, be advisable to deal with the industry's condition first, and then to examine the activities which may be expected to react upon the industry.

Aircraft manufacturers are not at the moment in a very happy condition, for an expected increased Government demand is unexpectedly withheld; and, having prepared to meet that demand, the industry is now told that rather less will be spent in the coming year than in the year just ended (the British financial year begins in April). This, following years of leanness is, of course, all the more serious. The cause is Locarno and, needless to say, it is for its own sake welcome; at the same time it raises industrial problems. Reduced production inevitably involves higher prices, and it also means less employment.

Condition of Industry

There are 20 British aircraft firms, not counting makers of instruments and accessories; and of these firms four are aero-engine makers. All the aircraft firms had Government orders for machines last year, but in the majority of cases these were merely orders for experimental types. No more than three firms were busy on the production of standard types. There was however, a great deal of work in connection with the reconditioning of air force machines. As to civil aircraft, only three firms were seriously engaged, namely, the De Havilland, the Handley Page, and the Armstrong Siddeley companies. Before turning to this branch a few general remarks on the condition of the industry may prove useful.

Taking the aircraft firms, the average annual turnover per firm is not more than about £100,000; but some have more, and many have less. Visiting the more active of them one sees every sign of healthy activity and growth. One or two of the firms have well equipped laboratories and carry out research in some respects more advanced than that of the Government at Farnborough and elsewhere. In the drawing offices the spectacle of 50 or 60 draftsmen, engineers, and designers, hard at work in connection with new types, is convincing. In the workshops as many as 400 or 500 men and women are engaged. But other firms can show only a small experimental department, and but a nucleus of workshop organization. Such firms are doing little more than mark time; but the fact that they are willing to do this proves their faith in aeronautics.

Civil Aircraft

At the moment the commercial flying developments leading to orders for new aircraft are almost solely those confined to Imperial Airways, the one Government-subsidized organization, and the Light Aeroplane Club movement. But while in the nature of things the demand for military aircraft appears unlikely to increase, that for civil aircraft is so limited that it cannot for many years to come make up the loss. It is true that Imperial Airways is opening the year with almost entirely new equipment, single-engine machines no longer being used on the regular services.

But nearly all the machines required have now been delivered, and these machines will last for many years; nor would the most optimistic believe that the air line traffic can possibly grow so rapidly as to lead to a demand for any great increase of the Imperial Airways fleet for the next two years. The machines which will be required for the extension from Cairo to Karachi, which is to be opened early in 1927, have already been ordered and are being built. One would almost ask the question: Is a demand for civil aircraft in sight sufficient to keep two small firms in business?

Imperial Airways have decided that four three-engine machines and seven two-engine machines will suffice for the regular services to the Continent. They will keep three single-engined machines in reserve for special journeys. The farthest place to which British machines from London operate is Zurich, and although a settlement of the long-standing difficulties with Germany may open up new opportunities, when that time comes German aircraft will be ready, and for a number of reasons will be able to "cut" fares and freights. German machines will be flying between Berlin and London before British machines can be again put into that service.

Reducing Operating Costs

The British company is working out a consistent policy of reducing the cost of operation, and it is to that end that they have decided upon using only multi-engine machines, for although the running cost of these is high and the proportion of commercial load to horsepower somewhat less, there is a great saving in aerodrome expenses, in labor, overhauling, and even in insurance, so that it is hoped that an important item of progress will be effected. To this end the Government subsidy basis has been changed, the payments no longer being on a mileage, but on a horsepower mileage calculation. All the subsidies could therefore be earned with a smaller number of journeys.

This looks like a retrograde step; but the company is confident that the economies will enable it to maintain and even to increase the services. If, in the course of the next two years, this should prove to be the case, the gain will be great. But for the moment it means fewer machines, and fewer machines means that no reduction in the cost of machines can be expected.

Meanwhile a steady increase of mails and goods air traffic is to be recorded, and the Post Office shows more inclination to afford facilities and to advertise the airways. On the other hand, the amount of air-borne mails and goods in this country is not to be compared with that of the French and American lines. Nor is there at present any disposition to work up inland air lines, although, in the writer's opinion, great opportunities lie in this direction in a country whose busy railways connote vast transport and the need for special high-speed facilities. Again, so far there has been practically no utilization of seaplanes for commercial transport.

All-Metal Construction

The light airplane movement is at present catered for almost entirely by one firm, the De Havilland, and at the present phase a production order of 20 or 25 machines meets all demands for a few months. Other firms are, however, making experimental and competition craft, just as several firms are designing or making high-speed land and sea planes, primarily for development purposes, and, secondarily, for competitions and record-breaking. In no direction then is a suddenly stimulated big demand for aircraft in sight, and it can hardly be expected that the autogiro, although it promises to make a vast difference to the outlook later on, can be brought to perfection without one or two years of experiment.

Added to the strictly limited demand for aircraft is the disturbing factor of all-metal construction. For a number of reasons a change over to all-metal or to partial metal construction has become imperative, and firms already embarrassed by stationary or reduced output are now compelled to take measures involving research, experiment, and new plant, all of which will ultimately connote more rapid production and therefore, inevitably, the need for fewer manufacturing firms. Some firms must drop out; there will be a struggle for survival of the fittest.

Air-Cooled Engines

All these circumstances react upon the engine makers, of which two are making water-cooled types and two air-cooled. (The reference is confined to the firms which enjoy Government or Airways orders.) But engines last longer than airplanes, both individually and typically.

At the same time the air-cooled engine has suddenly come to the fore, the period of experimentation in large powers has been successfully passed, and the Government has announced that all its money for engines for the air force this year is to go to this branch. More than half the new engines for the air lines are air-cooled. For the water-cooled types, then, at present there is little more than reconditioning work in progress and the meeting of any foreign demands. Staff reductions have been inevitable. The present is a period when much money must be spent on the development of new types, and this without the encouragement of present business.

Both in water-cooled and air-cooled engines great developments are in progress, and it can be stated quite definitely that there is important work in hand which will undoubtedly maintain Britain's high prestige for aero engines. Details, for obvious reasons, cannot be given until the firms grant permission; but apart from startling new discoveries the aero engine, as we know it, will be improved far beyond the highest expectation of two years ago. Then, in addition to standard practice, developments in the application of "the Diesel principle" to the aero engine are forthcoming, and it may be said that water-cooling is no longer considered inevitable for such engines.

Britain Handicapped

In the foreign market Great Britain is handicapped in the matter of prices. Owing to the comparatively small output, cost of production is greater. The standard of construction is very high, and labor is well paid. There is increasing competition; and the world demand for aircraft, although increasing, is not increasing rapidly enough to keep everyone busy. British manufacturers have been far less free than their foreign rivals from Government restrictions, and although there is now to be some lightening of this handicap the results, as regards the demand for commercial aircraft, cannot be very considerable, while the increasing insistence upon multi-engine types obviously means that fewer machines can deal with a given amount of traffic.

Having summed up the present position of the industry and the reasons for believing that there will be but a gradual increase in air traffic, the opportunities for that increase may be examined. The other day Lyons Limited commissioned an expert to draw up a statement of the possibilities of using aircraft for their huge catering business with its branches all over the kingdom. No immediate use of aircraft was contemplated; but the firm also went into the question of employing airships. The matter is mentioned as illustrating the serious view now taken of aircraft possibilities. The firm's view is that inevitably in the future aircraft will have to be used, and it means to be well on time.

Aerial Surveys

Besides Imperial Airways there are a few small aircraft operating companies. In addition to air-taxi organizations, of which there are two small ones, a good field of activity has opened up in connection with the air survey. The Borough of Bermondsey, in London, has arranged for an aerial survey by the Surrey Flying Services. The towns of Doncaster and Birkenhead have commissioned the Aircraft Operating Company to make aerial surveys. In the dominions much work of the same kind is going on, and although the machines employed for this work are not new types, the business involves the activities of pilots, mechanics, and organizers, and the production of instruments and other accessories.

New air lines in the Empire are gradually being opened up, but development is of necessity very slow. A British firm, the Blackburn, has opened a factory in Greece, and the same firm has a commission to open an air route in Central Africa. The Aircraft Operating Company has arranged with the Government of Czechoslovakia to open extensions of the air lines from Prague to Trieste and from Prague to Belgrade. Too glowing forecasts are often given of the immediate prospects of these enterprises, but those who are directly concerned with them are under no illusions: they know that the pioneer work has yet to be done. On the other hand, although there will be difficulties and disappointments, the enterprises are quite serious, and though there may, here and there, be setbacks there will be no general retirement: the work will steadily go forward.

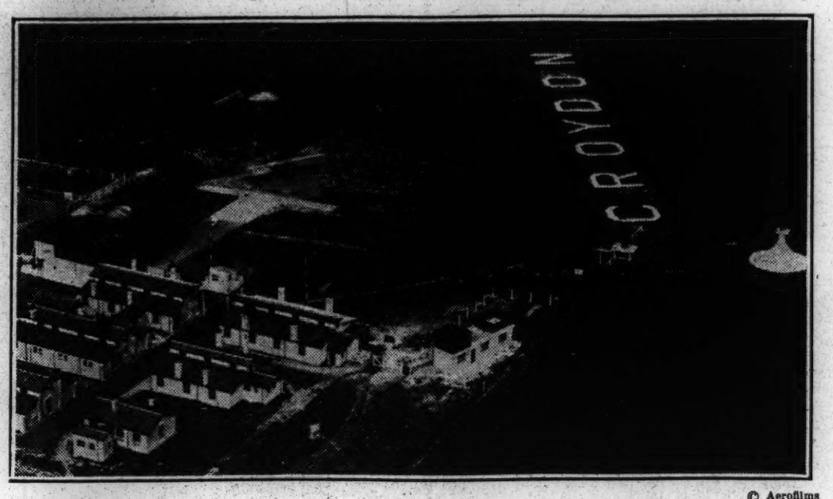
Airship Developments

In airships there has been delay enforced by economy, but with two big airships under construction at Cardington and at Howden developments are certain. Meanwhile research is going on and industry is engaged. The framework of the R101 is being made by Boulton and Paul, and the mooring masts at Cardington and in Egypt, both nearing completion, have involved important contracts.

Despite the somewhat minor note it has been necessary to sound, there never was a time when the aircraft industry and aircraft interests generally were so quietly sanguine. This is shown in many ways. The Royal Aero Club, for example, was never—not even in the early pioneering days, so genuinely aerially active as it is today. For the first time a monthly house dinner has been inaugurated, and at these functions leading men open discussions of a nature outside such a purely technical body as the Royal Aeronautical Society. Brooklands, which before the war was a center of flying activities, promises to become one again, for it is used by a few private fliers, as well as by two or three manufacturing firms. For the first time since the war there are a few British private fliers, and their number promises to grow.

Great Britain is handicapped by the conditions already referred to, and also by the heavy taxation which disheartens amateur and private enterprise and, added to geographical and climatic handicaps, hinders airline development. The slough of despondency has, however, long since been passed, and henceforth there will undoubtedly be growth, even though it be slow.

Britain's Great Air Port at Croydon, Near London



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Air Liners From All Parts of Europe Land and Depart From This Port. Illuminated Marks Guide the Aviators.

TREMENDOUS SPORTS BOOM IS REFLECTED IN INDUSTRY

Leading British Wholesale House Estimates Demand for Athletic Implements Has Trebled Since the World War

Special from Monitor Bureau

LONDON—The tremendous "boom" which sport generally and lawn tennis in particular have enjoyed in Great Britain—as, indeed, all over the world—since the cessation of the war, has been reflected in the industry of manufacturing and supplying sporting requisites, which, at a rough estimate given to the writer by one of the leading wholesale houses, has grown to treble its pre-war magnitude.

The United States, it is well known, has a big trade for satisfying her own requirements; but it is Britain, the home of sport, which holds the market of nearly all other countries. There has grown up an imposing export trade, especially to the Continent, and everywhere, even in lands where a home industry is rising in response to the demand from the steadily increasing number of sports exponents of all classes, British goods are the ones held in highest favor.

The ramifications of the industry are so vast, ranging from the laying down of hard lawn tennis courts and construction of golf courses to the supplying of footballs and bows and arrows, that to contemplate it as a whole is impossible here, and one can touch only lightly upon its chief developments and tendencies.

The trade still ranks low in the scale of industries; but it creates work nowadays for many thousands of workers, highly skilled and otherwise, and, from being considered merely a "luxury" business, has come to be recognized as one of marked importance to the general welfare of the Nation. Its future growth is bound up with the spread of facilities for playing games of all kinds. More people than ever before take an active part in sport, and it is certain that a far, far greater number would do so if they had somewhere to play.

The manufacturing of cricket appurtenances before the war, the biggest summer sports trade, has not grown—it stands just about where it did in 1914—and the reason becomes apparent when one considers the present-day magnitude of the lawn tennis trade. The makers of "lawner" gear, with a recently-settled strike of racquet makers to hamper them, are hard put to it to cope with the insistent and ever-growing demand, a demand stimulated from year to year, from month to month almost, by the laying down of hard tennis courts all over the country. Not only in summer, but all the year round, tennis is "the" game for all classes, all ages and all sexes. Small wonder that the member of a small cricket club finds that his landlord is capitalizing his property by substituting several lawn tennis courts for one cricket pitch. Thus slowly and no doubt reluctantly the town-dwelling devotees of England's great national game are forced to give their custom to the manufacturer of lawn tennis kits.

No longer does "anything" satisfy the purchaser of sports equipment. He or she demands an appliance constructed in conformity with certain regulations of dimension and weight, and this has brought directly into the trade the people who best understand the players' requirements; namely, professionals who can attend to the correct manufacture of the goods and renowned sportsmen whose presence in the salesroom serves both as a guarantee of satisfactory service and a powerful draw for the public. In all ways the sports goods industry, affecting as it does many others, has grown beyond recognition, and one has good authority for saying that by no means has it yet reached its zenith.

BRITISH WAGES UP, WORKING DAY DOWN

Survey Finds as Many Work Now as Before War

Special from Monitor Bureau

LONDON—Despite the severity of unemployment during the last four years, the total number of persons in active occupation in Britain today is "fully as great as immediately before the war, the increased margin of unemployed being at least balanced by the increase of the employed population." This heartening fact is stated in a "Survey of Industrial Relations", issued by a committee appointed by the Board of Trade.

Regarding wages, the committee finds that there has been a rise of about 13 or 14 per cent in the 20 years preceding the war; since then there has been a rise of between 70 and 75 per cent over industry as a whole. Broadly speaking, however, the proportionate rise has been greater for the less skilled than for the more highly skilled.

Turning to the question of hours of labor, the committee finds that a general decrease in hours has taken place since 1914; namely, from between 53 and 54 to about 48 or, roughly, a decrease of 10 per cent.

HIGH QUALITY OF BRITISH CARS RECOGNIZED THROUGHOUT WORLD

Industry Is Making Rapid Progress and Is Assured Large Export Demand—Increase Has Been About 1000 Per Cent

Special from Monitor Bureau

LONDON—Motor vehicles are making rapid progress in Great Britain. Good roads, comparatively short distances, beautiful country scenery and increased appreciation of the delights of suburban living have all contributed a share in putting the British Nation on wheels. The prestige and proved high quality of British cars in all parts of the world, especially in the British dominions and colonies, have resulted rapidly in expanding the export trade.

The number of motor vehicles registered last year was approximately 1,000,000. British motorcar production has grown from 73,000 in the year 1922 to 153,000 last year. This year production will approach 200,000, it is expected.

In the same period the exports of British motor vehicles have increased about 1000 per cent, and manufacturers believe that a careful study of the requirements of the overseas markets has resulted in the production of vehicles ideally suited to the requirements of various world markets, which differ materially from the requirements of the market of an old settled country like Great Britain.

Skilled Mechanics' Wages

The motor industry now gives employment to 200,000 workers and the total is constantly growing. Skilled automobile mechanics are receiving between £5 and £6 wages, which is nearly double the average of British engineers' wages.

The British motorcar industry is now operating at capacity and the strike troubles appear to have bothered it very slightly. While competition from American cars is keen, British makers are obviously holding their own. The British automobile industry was one not requiring reconstruction after the war. Motor factories turned from war emergency with modern plants, the latest ideas and well-trained personnel, and have not suffered the rehabilitation troubles which many other industries underwent. The British have evolved a car particularly suited to home conditions, where tax calculations are made on a horsepower basis. The results have been the development of a high-powered, low rates motor which foreign competitors find a difficulty in making.

McKenna Duties Reimposed

The British car's original cost is more than the American foreign cars, but this is more than made up by lower operating costs. The reimposition of the McKenna duties of 33 per cent against foreign vehicles which has now been extended to commercial vehicles has been a great boon to British makers in the home market. There is a growing belief that the British motor industry faces a period of consolidation, with fewer companies, with strong finances, reducing the number of models and entering into open competition with American and French makers in all parts of the world.

It is felt that the high quality of workmanship in all British cars assures a large export demand, especially from Australia, South Africa and India. There is a growing tendency to apply American mass production methods, so far as they are compatible with the maintenance of quality.

In the home market, British motors have made specially important development in chars-à-bancs and busses. This form of travel has proved exceedingly popular, and Great Britain is now covered with a network of bus lines, offering strong competition to the railways. The manufacturers have evolved busses riding as comfortably as Pullman cars, and with motors requiring most economical oil and gas consumption. Economic conditions have kept Great Britain at least half a decade behind America in the development of the motor industry, but now that the corner is turned manufacturers are confident Great Britain is facing a very great expansion of the use of motor vehicles, with the consequent increasing orders for home produced vehicles.

WORKING WOMEN'S COLLEGE EXTENDING

Institution at Beckenham Has Varied Curriculum

BECKENHAM, Kent (Special Correspondence)—The Residential College for Working Women has issued its sixth annual report. The college is non-vocational and is designed to do for working women what the great university colleges have done for those more privileged. Indeed it is the recognition of this common function that has led so many women, inspired and equipped by the earlier movement for higher education, to promote this later and humbler effort.

The curriculum is extraordinarily varied and even includes expeditions to institutions ranging from the British Museum to the House of Commons.

With the growth of the work, the college needs a more spacious home and it is shortly being moved to Surbiton, where a house has been found with five acres of ground. The Working Women's College Extension Fund, which was started in 1923, has received donations ranging from half a crown to £10,000.

The regular income of the college depends on subscriptions, upon grants from local education authorities, and on the fees of students

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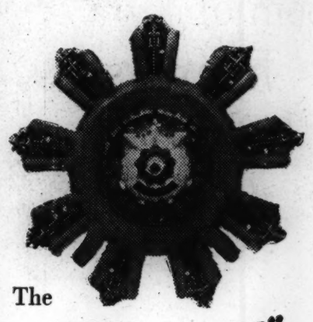
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ANALYSIS OF SHIP TONNAGE REVEALS ACTUAL PROGRESS

United States Has Big Growth in Mercantile Marine, While Great Britain and Ireland Increase Slightly—War Losses Made Good

By CUTHBERT MAUGHAN
Shipping Correspondent of the London Times

Special from Monitor Bureau

LONDON — Considering the unprecedented difficulties of world shipping, British shipowners can claim credit for having, on the whole, kept their heads well above water. The total volume of seagoing steel and iron steam and motor tonnage owned by the principal maritime countries in June, 1914, was, as shown by the statistics of Lloyd's Register of Shipping, 42,514,000 tons gross. By June last this total had risen to 58,785,000 tons, an increase of 16,271,000 tons.

When the figures are analyzed, it is found that the great increase in the world's supply of tonnage is due to construction in the United States, whose seagoing mercantile marine has risen from 1,837,000 tons to 11,605,000 tons, an increase of 9,768,000 tons. That vast increase in tonnage is, it will be generally admitted, due largely to the great impetus given by the war to construction in the United States, when the country accomplished, literally, wonders. I speak from knowledge, for it was my privilege to visit all the important shipyards of the United States in 1918, and the impression of what I saw then will always remain with me.

Little Growth of Shipping

The mercantile marine of Great Britain and Ireland has, however, increased comparatively little during the period. In June, 1914, the seagoing tonnage of Great Britain and Ireland amounted to 18,877,000 tons and in June, 1925, it was 19,274,000 tons, an increase of 397,000 tons. Incidentally, the whole of the war losses have been more than made good. Those war losses were of truly gigantic proportions. The statement has authoritatively been made that, in replacing war losses, British shipowners spent £134,000,000 more than was paid for the ships sunk, or 92 per cent more than the insurance money recovered. The loss on capital account has gone far to absorb the whole of the profits earned during the war, and in some cases, it has exceeded them.

It should be remembered that, during the greater part of the war period, the rates of freight of most British vessels were rigidly restricted by Government control and that neutral vessels were able to earn far higher rates of freight than British ships. The larger earnings of many of the neutral owners put them in possession of funds with which they could augment their mercantile fleets with tonnage of high class. It has, therefore, been no small achievement that British shipowners should have been able to replace their pre-war ships and with vessels, as a rule, of improved type. The strengthening of the neutral fleets has meant intensified competition, especially as the taxation of all the ownerships outside Great Britain is on a far lower scale.

Great Losses

More is naturally known in the United States than in Great Britain of the great losses incurred on account of the working of the state-owned fleet. To British minds these losses are of immense proportions. They are, however, well within the power of the United States to bear. The point I wish to make is that the large mercantile marine of the United States, worked at a loss, has undoubtedly made it more difficult for British shipping lines to earn dividends on the capital invested in them. It may, I know, be argued that the existence of the great mercantile marine, although carried on at a loss, has conferred benefits on importers and exporters by enabling merchandise to be carried at extremely low rates.

That argument indicates, indeed, some of the difficulties which British shipowners have had to face. They could only secure cargo on competitive terms. Yet they could not contemplate suffering immense losses, for in such circumstances their existence would have soon been brought to an end. In spite of exceptionally keen competition, a supply of tonnage greatly in excess of the need, and advantages given by many nations to their own ships, British owners have, on the whole, been able to avoid incurring heavy losses and have, instead, been able to pay interest on their capital.

Cautious Financial Policy

The large ownerships have, over long periods, pursued a cautious financial policy, and when the times were favorable they put money by to reserve. These reserves have earned interest. The investments are widespread, and the interest has helped the companies to maintain their dividends and preserve a sound position, although the earnings from the voyages of the vessels were very small indeed, or negligible, or the voyages actually resulted in losses.

Although it is sometimes pointed out that the working costs of British shipping are below those of American vessels, it has to be remembered that the costs of working British ships are much above those of several other mercantile marines. For instance, at the last meeting of the Royal Mail Steam Packet Company, Lord Kylsant declared that the working costs of British shipping were then still nearly 100 per cent above the prewar level, and that the total wages of the crew of a British vessel were still fully 100 per cent more than those of a similar German ship.

This wide discrepancy has, to some extent, been reduced in the last few months, owing to a certain reduction of wages which came into effect last summer. The difference between British and continental working costs is, however, still very marked, while British vessels have to compete in the freight markets of the world, and the freights accepted there are necessarily subject to the competition of mercantile marines whose working costs are the lowest.

Labor Troubles

An absurd situation was created in Australian ports last autumn when the Labor extremists, by inciting crews to leave their ships, tried to force the wages in all British ships up to the level of those applicable to Australian ships. British vessels were for months prevented from sailing, although ships owned on the Continent of Europe, whose crews were paid wages far below those in British vessels, were allowed to sail without any hindrance whatever. Vast losses were suffered, both directly and indirectly, by British owners, through the diversion of cargo to foreign ships. Lately British owners have been asked to come to the relief of the families of the deserters, and they did so on the ground that the latter were made use of by the extremists for their own purposes.

Many interesting facts were included in the presidential address of Mr. Walter Runciman at the annual meeting this year of the Chamber of Shipping of the United Kingdom. He declared that the best authorities in the statistical department of the Chamber and at the Board of Trade agreed that, roughly, last year the gross earnings of shipping which went to swell the total of invisible exports of Great Britain last year, were about £138,000,000, and that, when all the necessary deductions had been made, the approximate figure appearing in the accounts of the balance of trade would be somewhere in the region of £115,000,000.

It was obvious, the president proceeded, that, without this great addition on the export side of the balance sheet, the country would be unable to pay for part of its imports, or, to put it more accurately, part of what the country now imports would never come to Britain, unless British shipping were able, by its services to the world, to help to place the rest of the world in the debt of Britain to the extent of £43,000,000. What the rest of the world sells to us, we pay for, in fact, by carrying a large part of the world's trade in British vessels plying to and from the ports of other countries.

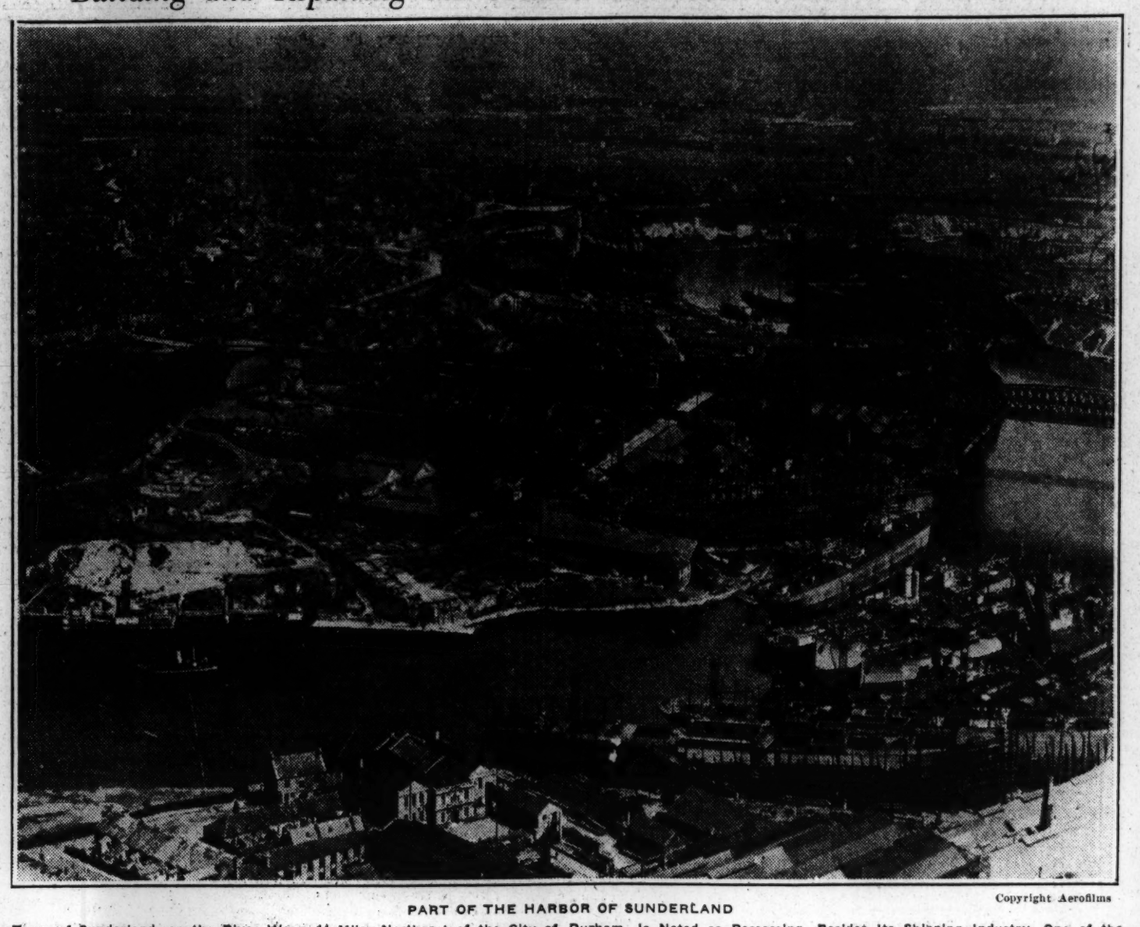
The cost of the food imported into Britain last year amounted to £572,000,000, which compares with £429,000,000, the value of the invisible exports. If the latter were wiped out the people, as a whole, would at once be cut off from the supplies which now flow into its granaries, warehouses, stores and shops from America, Asia, Africa, and Australia. Since commerce is necessarily an exchange of commodities and services, it is to the advantage of nations such as the United States, which have commodities to export, that Britain should be able to render services to the rest of the world, as by shipping, banking, and insurance, for without remuneration for these services she could not possibly afford to import what she does.

Shipbuilding Holding Its Own

There is no such thing as one-sided commerce. Britain is certainly not in a position to pay cash for the products of all other countries and also other mercantile marines to bring these to her ports. The immense extent to which she is able to import foodstuffs, raw materials, and manufactures is itself a tribute to the success of her own manufacturing and the services she is able to render to the rest of the world in the methods outlined above.

Shipbuilding, like shipping, has been under heavy clouds in the last few years, owing to the overproduction of tonnage during the war period. Lloyd's Register shows that Great Britain and Ireland have been able to hold their own.

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VISITORS TO THE UNITED STATES IMPRESSED WITH PROSPERITY

Comparisons Are Made With Conditions in Great Britain, Where, However, a New Era Is Looked For

By WALTER MEAKIN
A Writer Who Is Intimately Informed on Labor Questions

Special from Monitor Bureau

LONDON—During the past few months widespread interest has been aroused in Great Britain by the reports of visitors who have returned from the United States with more or less enthusiastic accounts of the industrial prosperity which is attributed to the policy of unrestricted production and high wages. One of the first to speak with authority on the subject was Colonel Willey, who recently retired from the presidency of the Federation of British Industries. In several thought-provoking speeches he tried to impress on British manufacturers the necessity for initiative, adaptation to new conditions, and for the cultivation of more trustful relations with the workers.

More recently attention has been concentrated on the subject by the publication of a little but brilliantly written book, "The Secret of High Wages," by two young men, Bertram Austin and W. Francis Lloyd, who spent the greater part of last year in a detailed investigation of industrial methods in the United States.

Production and Wages

These authors have stressed particularly the relationship between production and wages, and have suggested that the way to a new era of prosperity in Great Britain must be along the lines of high production and wage-earning capacity.

In the resulting keen discussions the contention that what has been achieved in America can also be achieved in England, simply by the adoption of the same methods has not been accepted unreservedly. Some attention has been given to the point of view cogently expressed recently by Robert S. Brookings in The Christian Science Monitor that the success of the American system has been made possible by the vast extent of territory in which free trade conditions exist, as compared with a European continent cut off into comparatively small compartments by high tariff barriers.

Problem of Markets

It is pointed out that the staple industries of England, which employ a very large proportion of the industrial workers, could not possibly exist on the home market. The problem is to find a market for the surplus products, and it is suggested that it would be rendered more difficult by an expansion of production, unless at the same time an increase in the purchasing power of people in foreign countries could be assured.

This concern for the export market explains the recent British policy in several big industries, particularly textiles, of restricted output and an attempt to maintain prices at a high level to give a profit on the low production. In other industries, such as engineering, where transition to a high production policy might be easier economically, the reluctance of the typical manufacturer to change traditional habits is reinforced by the ingrained suspicion which, resulting from piece rate cutting practices to keep earnings down in the past, leads the workers to oppose the complete transition to payment by results.

There is evidence, however, that the continuance of depressed conditions in British industry is compelling both employers and workers to think out these economic problems much more thoroughly, and that still deeper study will be given to American methods and results.

BRITISH PROPOSE NEW CREDIT PLAN

Agricultural Industry to Be Basis for Loans

Special from Monitor Bureau

LONDON—In outlining its agricultural policy a few weeks ago, the Government stated that it attached much importance to the institution of a suitable credit system. Details of the Government's proposals in this connection are now announced in a report on agricultural credit issued by the Ministry of Agriculture.

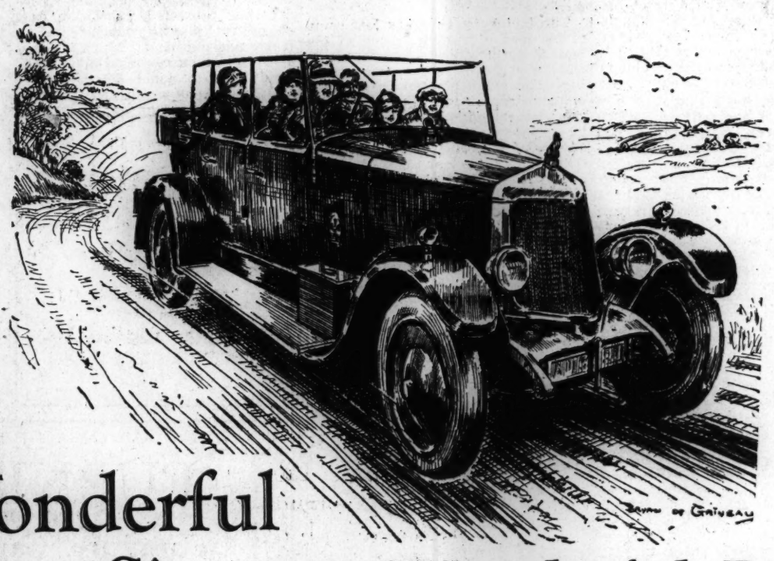
One of the most interesting features of this report relates to "Chattel Mortgage," which in reality amounts to a bill of sale, without any of the drawbacks of publicity that are normally associated with a bill of sale in Great Britain.

The fact has long been recognized that the British agricultural industry as a whole possesses wealth in the form of farm stocks and crops that should provide an excellent basis for credit. At the present time the total outstanding loans of the banks to farmers for short-term needs amount to approximately £25,000,000, while the value of stocks and crops is roughly estimated at £400,000,000.

The report of the Ministry of Agriculture contains several proposals as to the means of achieving this end. In the first place, it is suggested that the machinery of short-term credit should be concentrated in the hands of the banks, where the cost of the credit is known, and where the farmer can escape from the abuses which the tradesmen-credit system frequently involves.

The report proposes that, as an alternative method of providing short-term credit, the banks should be empowered to take a floating charge upon the liquid assets of a farm or of a co-operative marketing society, and that this charge should rank before all others except rent, rates and taxes. Under this credit scheme the mortgagor would be left free to dispose of produce which was subject to a chattel mortgage when he wished to do so.

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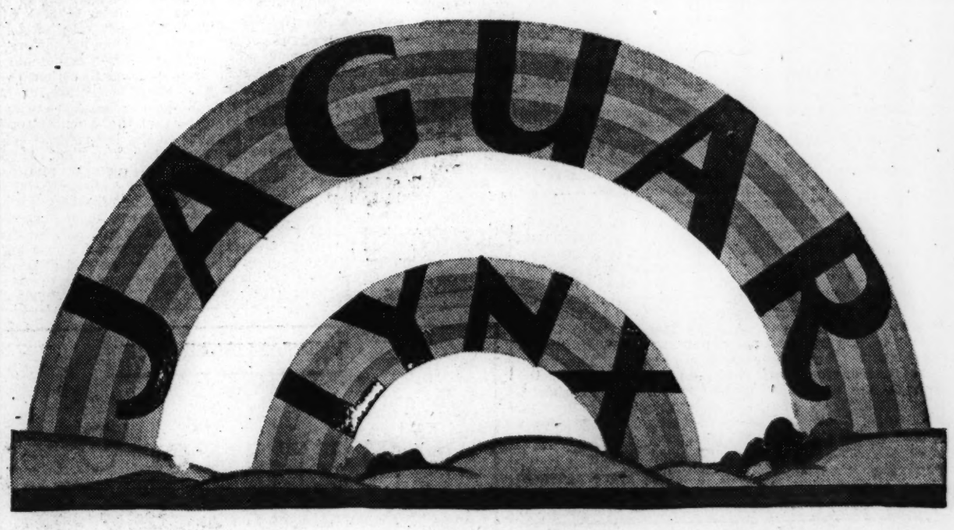
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LIVERPOOL'S DOCK SYSTEM CALLED BEST IN EXISTENCE

With Population of Over 800,000, the Real Prosperity of City Dates From 1830, When It Opened the First Railway to Manchester

By W. H. SAUNDERS

LIVERPOOL (Special Correspondence)—It is difficult, if not impossible, for anyone viewing from an elevated position the present city of Liverpool, containing a population of over 800,000, with its noble river, its magnificent system of docks, its crowded shipping, its broad streets, filled with ever-moving crowds of busy men and women, and its palatial buildings, to realize that the word Liverpool was unknown until the reign of Henry II, who, in the year 1173 granted it a charter; although as a matter of fact, the real creator of the town of Liverpool was King John, who, in 1207, turned a small hamlet of serfs into a town of freemen.

By 1393, however, Liverpool had grown into a thriving self-contained and self-governing community. At the restoration of Charles II the good old town had become the third port in the kingdom, and the largest importing center of sugar in the world.

The real turning point, however, of the prosperity of Liverpool dates from 1830; from that memorable day in the history of the town, and indeed of the world, when the first real railway was opened from Liverpool to Manchester. Before that no less than 70 pack horses could be seen daily starting from an inn in Dale Street, en route for Manchester. Another momentous epoch for the town was 1840, when the Liverpool liner, the Cunarder, Britannia, sailed for America, inaugurating a fortnightly service.

Industrial Conditions

So much for Liverpool's early history. I now come to the present in attempting to sketch the industrial conditions of the city. The limited space at my disposal and the vastness of the subject render my task more than difficult; as, although Liverpool is looked upon by the world as merely a seaport, it is also the center of many thriving industries.

It goes without saying that shipping comes first. I have before me, while writing, an illustration of the world chart of Liverpool's ocean services; I only wish I could reproduce it. There are lines radiating from Liverpool to every part of the world; and from the Mersey, year in and year out, sails one-third of the overseas traffic of the United Kingdom, the weight of cargoes carried in 1923 for foreign and coasting trade, inward and outward, being over 26,000,000 tons; while for the same year the figure for the passenger traffic worked out at 33 per cent of the whole movement through all the United Kingdom ports.

To accommodate this huge amount of shipping Liverpool enjoys possibly the finest dock system in the world, stretching for eight miles along the river banks, and admirably controlled by the Mersey Docks and Harbor Board. On both sides of the river there are some 36 dry docks available for repair work, the Gladstone Dock being the largest of its kind in Europe.

The Cotton Trade

As everybody knows, the prosperity of the city of Liverpool is largely bound up with cotton. The cotton trade seems to have had its foundation in the reign of Queen Elizabeth, spinning being then conducted in the homes of the people by means of spinning-jennies; but the real foundation of the spinning industry of Lancashire dates from the invention of Sir Richard Arkwright in 1769, all the raw material coming through Liverpool.

The Liverpool cotton market is the biggest of its kind in the world. With New York and New Orleans it is one of the three largest future markets; but no market anywhere, I am informed, combines the spot and future business to the same extent as Liverpool. The Cotton Exchange is a strikingly handsome building, and the Association consists of over 500 members, representing about 250 firms.

Another important building is the Corn Exchange, the home of the Corn Association, comprising nearly 300 members, and where business of enormous value is transacted daily in cargoes and parcels.

As a highway for wheat imports the Mersey stands pre-eminent amongst the world's waterways, its volume of inborne traffic in this cereal surpassing that of any other river. The trading facilities offered by the Liverpool market are used not only by millers and merchants in this country, but also by Continental, Australian, United States, and Argentine dealers and growers.

Big Milling Industry

From corn to milling is an easy transition, and Merseyside boasts of the biggest milling industry in the Empire. It is interesting to note that in 1923 over 60 per cent of the wheat milled in Liverpool was drawn from our own colonies, Canada, India, Australia, etc.

Another important business indigenous to Liverpool, where it has flourished for over three centuries, is that of sugar refining. During the last few decades it has developed into a vast and highly organized industry, representing the investment of millions of capital. It provides direct employment for over 3000 men, and indirectly for many more who are at work at the docks and elsewhere handling the sugar in bulk.

In the timber trade, too, Liverpool occupies a pre-eminent position; it possesses the largest timber market in the world, and to many thousands of men scattered all over the globe, lumbermen, shippers, buyers, etc., the name of Liverpool stands for timber.

Liverpool has given birth to many industries, but to few of greater importance than that of heavy chemicals. The first alkali works established in the country was commenced by James Muspratt in Liverpool over a century ago, and it is interesting to know that the present chairman is Sir Max Muspratt.

Chemical Industry

Liverpool is peculiarly well placed for the manufacture of heavy chemicals, the availability of abundant raw material, the unrivaled facilities of the port, and the proximity of a huge market for its products in the North and Midlands.

Closely allied to the above industries is that of fine chemicals and pharmaceutical products, in both of which Liverpool bravely holds its own, both at home and abroad.

Another large business is the match industry. Possibly few people are aware that the two large factories of Bryant & May in Liverpool supply one-third of all the matches used in Great Britain.

The celebrated Meccano works, with associated companies all over the world, were commenced some 20 years ago in Liverpool in one small room with one employee; they now cover five acres and provide work for 1500 hands.

No sketch of Liverpool's industries would be complete without a few words on its activities in connection with insurance, and naturally from its situation Liverpool is the headquarters of marine insurance. In the old days underwriters were accustomed to meet in the old Town Hall, and when the building was burned down in 1795, Sir John Gladstone, father of the "G. O. M.," built a restaurant in Exchange Alley for the accommodation of these insurance pioneers, since when marine insurance has increased by leaps and bounds.

Insurance Business

With respect to fire and life, the Liverpool & London & Globe was founded in 1836 by Liverpool men, and has assets exceeding £22,000,000. It has been prominent in repairing the damage of historic misfortunes, and helped powerfully to rehabilitate great cities like Chicago and San Francisco on the morrow of calamity. Also the Royal Insurance Company (established 1845) is a large and influential company, having ramifications in the United States and throughout the world.

Closely allied to insurance is banking, and in this sphere of commercial life Liverpool comes out well. This may be realized when I say that in 1924 the checks passed through the Liverpool clearing house amounted to £474,395,662 8s. 6d.

The want of space at my disposal prevents me dwelling on other important industries, such as ship repairing (second only to London), the manufacture of salt (the Salt Union being known far and wide). Biscuit making (represented by such well-known firms as Jacobs and Crawfords), the Automatic Telephone Company (a rapidly progressing firm), the provision and canned goods trade (the figures of which are colossal), the seed-crushing and oil cake trade, over 800,000 tons of raw material being imported into Liverpool per annum, and providing work for over 10,000 hands. The rope-making business is an old-established and flourishing industry. Also many other important active industries, the names of which I have not space even to mention.

Electrical Works

I must, however, crave space to refer briefly to an industry of peculiar interest at the present time; I mean the electrical works of the city, controlled by the corporation, the figures of which are amazing, the annual output in units being over 154,000,000. The gross capital is £4,500,000, and the amount contributed to the rates since 1901 is nearly £1,000,000.

So much for the past and present. With respect to the future there is every reason for optimism. No city in the Empire is making greater strides in population, importance, stately buildings, trade and commerce. Liverpool, with its noble river, commodious docks and excellent railway services, offers to new industries unrivaled opportunities and advantages, not the least of which is the huge market of the teeming millions of the north and Midlands at its very door, so to speak.

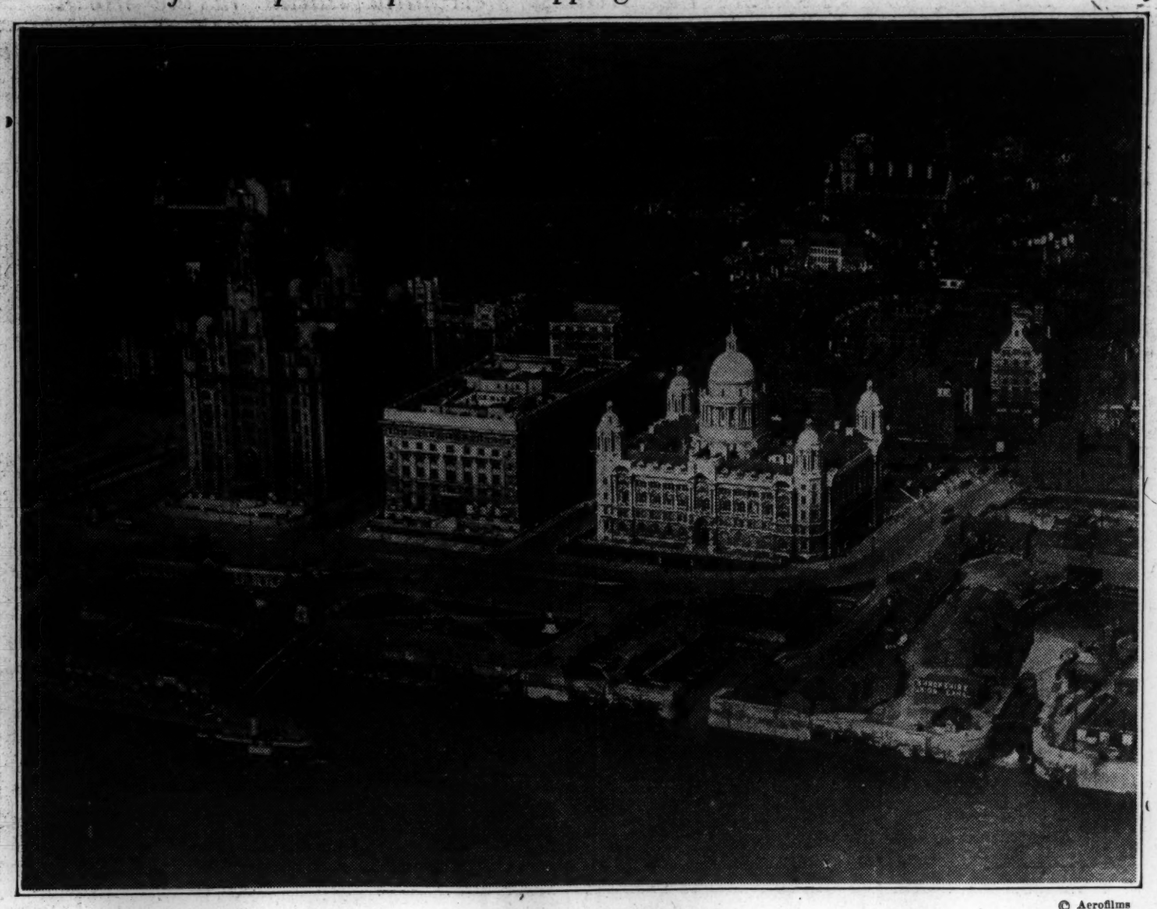
And as an earnest of the welcome and support which Liverpool is eager to extend to new industries, I should like to draw attention to the fact that under the three housing acts of 1919, 1923, and 1924, 2300 acres of land have been acquired by the corporation for building purposes, providing accommodation for approximately 25,000 houses. Up to the present 7250 have already been completed, while the additional number actually under construction is 2500, and contracts are out for a further 5000 so that within the next few months the total number of houses either completed, in progress, or under construction will be about 15,000.

Big Housing Undertaking

The magnitude of this housing work will be appreciated when it is realized that the project entails the construction of over 60 miles of roads and sewers. And finally, when the engineering triumph of the twentieth century, the new road and transport tunnel under the Mersey (probably costing over £6,000,000) and connecting Lancashire with Cheshire, is completed, it will give a still further impetus to the commercial growth and importance of the city.

Any sketch of Liverpool industries, however, would be incomplete without the mention of its huge export trade to every quarter of the globe, and particularly to the west coast of Africa, as by far the greater part of the west coast trade is done from Liverpool by Liverpool merchants.

A Section of Liverpool's Splendid Shipping Water Front, Seen From the Mersey



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A GLIMPSE OF LIVERPOOL.
City's Cotton Market Is Styled Biggest of Its Kind in the World; the Corn Exchange Transacts Daily an Immense Business, and Merseyside Boasts of Greatest Milling Industry in Empire.

BRITISH FACTORY WORKERS' STANDARD OF LIVING RAISED

Free Education Has Assisted in Improving Their Status—Parents Making Sacrifices for Their Children

Special from Monitor Bureau

LONDON—We are told that when factories were first built the epithet "mill girl" was the most insulting that could be applied to a young woman. Many people, even in the north of England, still think of the factory worker as belonging to the "lower orders." This was one of the reasons why, before the trade slump, the worried question had arisen as to who would weave and spin our clothes in the next generation. For parents were as determined that their children should not enter the mill, as the more intelligent of those already inside were determined to get out. The outsider saw the factory worker at closing time, with the grease and dirt of his day's work clinging to his clothes and person, offensive alike to sight and smell. What only the initiated knew was that among the hurrying crowd were human beings with the same desires and aspirations as himself, with a passionate desire for learning, and the indomitable courage to carry them over all obstacles.

Working "Out of the Mill"

Free education has taught the factory worker to read, the ten hour act—and the later eight hour day—have given him a few hours a day to spend as he likes. The girl may not be so fortunate, several evenings a week she must help her overworked mother with the housework. In spite of this she often comes out on equal terms with her brother in the evening class, or lecture, examinations.

While he goes to the evening classes at the technical college, she goes to the commercial college, and works her way "out of the mill." She studies music, and passes the high grade examinations, doing all the work, but the very last stages required for the Royal Academy degree, while she is still weaving eight hours a day. She has books on political economy at the end of her loom, she gulps her breakfast to save 10 minutes for harmony, grammar, elocution or shorthand before the "engine starts." Many of the girls who qualified as nurses during the war were mill girls, who had been studying ambulance and physical science for years.

Giving Children a Better Chance

One of the predominating ideas is that parents must give their children a better chance than they themselves have had. Mothers work at the mill, and spend half the night doing the housework that they may send their children to the secondary school. Where this is impossible, the parents almost invariably fall back on music, and the mother does outside work to pay for the piano and music lessons. Married woolcombers, at the time when they were earning less than 26 shillings a week when work was plentiful, and for many weeks in the year nothing at all, bought a piano on the hire purchase system. During a prolonged period of slackness it often went back, but another was obtained as soon as the sun shone again. This is still being done. The children's lessons are paid for by the work, unavoidable arrears are paid at the rate of twopence a week extra, and are invariably paid.

Two of the many things for which factory workers were blamed during the time of inflated wages which followed the war were that they bought pianos at three times their value, and gave written promises that their children should attend the secondary school until they were 16.

Saving for a Piano

The reply of the mill worker to the first charge is that they had been trying for 20 years to save for a piano, and if they had waited until the price came down, wages would have come down also, and the piano would never come. In regard to the second criticism, they are pluckily fighting their way through.

Slack times and threats of worse are again with us; longer hours, too, are creeping insinuatingly back in the guise of overtime. But many things have flown away in company with the clog and the shawl. It is now possible to pass a town mill at closing time without having to run the gauntlet of derision and coarse remarks, for the workers themselves are respectably dressed, and now that the appearance is no longer a cause for remark on the part of the stranger, it is "the thing" to speak well.

Factories Are Changing

In the best of the factories some of the inside conditions are changed. There are dining-rooms with flowers and window curtains, pictures, a piano, and a library. A nourishing, well-cooked meal is provided at cost price, and the monotony of the afternoon is broken at 4 o'clock by refreshment given by the firm. There is a rest room, there are classes on economics and literature, dramatic societies which have developed into industrial theaters, tennis, hockey and cricket clubs.

In the more daring firms—one of which is worked on the profit-sharing system—part of the Fisher scheme has been put into practice, different branches of education are provided, and two hours are allowed from the working day for boys and girls under 18. In some firms a chance is given for initiative. Suggestions are encouraged for the improvement of the working conditions of the factory, for the improvement of machinery, or ideas for the development of the particular work of the mill.

The workers are allowed to appoint a committee, or a "shop delegate," and by these means can carry their needs or grievances to the master.

The factory worker has lost some of his fear of poverty, much of his fear of authority. He claims as his right a share of the good things of life. The old conditions are threatening to come back, and he will not accept them without a struggle, for he has tasted a little brief freedom and found it good—the soldier is the exception; in too many cases he came back when money was becoming less plentiful. It remains to be seen whether man and master will learn, in time, that all true labor is service, and that that cannot be true service which does not also serve the laborer.

BRITISH SPEND MANY MILLIONS AIDING INDUSTRY AND WORKERS

Improvement of Living Conditions Is One of Parliament's Beneficent Services—Country Faces Many Problems

Special from Monitor Bureau

LONDON—In aid of industry, the British Parliament has passed many laws, and spent hundreds of millions of pounds of the taxpayers' money. In some matters—notably in improving the conditions of life of the workers—it has done great and beneficent service. In others—especially where restrictions upon trade are concerned—its interference has often proved the reverse of helpful. Sir Hugh Bell, iron and steel magnate, speaking at Manchester, last November, characterized much it has accomplished as "hindering and not helping."

The repealing of laws that have proved frankly bad has thus been a part of its functions hardly less important than that of extending those which have been needed. Its earliest efforts were directed to the imposition of protective duties which made goods dear, and to the limitation of exports which narrowed the markets and thus reduced the workers' reward. In both industrial and rural Britain today, the tradition lives of "the hungry forties" (1840-50), when popular feeling against the high price of bread—due to import duties under the corn laws—became so strong that attempts to bolster up British agriculture by penalizing the entry of food of foreign origin had to be permanently dropped. It may be said, indeed, that England is a "free trade" country today because it has suffered much from "protection."

Navigation Acts

British navigation acts are another example of legislation that has had to be canceled. Under a law passed in the year 1381, no merchandise might be taken out of Great Britain otherwise than in a British ship. From 1660 to 1854 coasting trade was wholly restricted to British vessels navigated by British masters and with crews whereof only a limited proportion might be foreigners. These regulations were swept away by the Customs Consolidation Act of 1853, which laid down, however, that disabilities might be imposed upon ships of any country where British vessels were subjected to similar restrictions. This last remnant of the bad old navigation laws disappeared in 1876, when foreign ships engaged in the coasting trade were placed upon the same footing as British craft.

Other legislation has taken less objectionable shape. Valuable factory acts have been passed. Hours of toil have been reduced. Child labor has been wisely restricted. Sensible regulations prescribing minimum light, air, accommodation, sanitary equipment, and safeguards for machinery have been enforced in workshops. Trade disputes acts have become law to provide mechanism for the amicable settlement of differences arising between Capital and Labor, and arbitration boards have been set up to assist and have worked well upon the whole.

Trade Facilities Legislation

Of more doubtful nature has been the "Trade Facilities" legislation, whereby the Government is empowered to guarantee loans up to the formidable total of £75,000,000 to enterprises employing British labor. Modified forms of protection have also been resorted to and have roused much opposition. The Safeguarding of Industries Act, 1921, with subsequent amending laws, prescribe import duties, amounting to one-third of value, upon a number of specified articles regarded as of national importance. Key industries are thus protected, as in the case of optical glass, scientific instruments and chemicals, which it is desired to encourage as liable to be needed for national defense.

Other acts of much disputed wisdom give a legal charter to labor unions, and place these organizations above the law in important respects. The Trades Disputes Act of 1906 thus lays down that "it shall be lawful for one or more persons, acting on their own behalf, or on behalf of a trade union, or of an individual employer or firm, in contemplation or furtherance of a trade dispute, to attend at or near a house or place where a person resides or works or carries on business, or happens to be, if they so attend merely for the purpose of peacefully obtaining or communicating information or of peacefully persuading any person to work or abstain from working."

Another act, passed in 1913, confers a further much disputed privilege upon trade unions. It enables them to apply certain trade union funds to political objects, except as regards contributions from such members as specifically contract out—a reservation which has proved in practice so ineffectual that trade union executives are alleged to be able to dispose of funds for political purposes in some cases obtained from members belonging to political parties other than their own. Many endeavors have been made to change these acts, but the opposition of organized Labor has hitherto proved too powerful for any government to challenge.

Country Faces Labor Problem

The charges brought against them go deep into the labor problems with which Britain is faced. The main allegation is that they enable trade unions to employ, with impunity, otherwise illegal methods of coercion upon those anxious to work, and that they thus facilitate labor walkouts detrimental to the interests of the Nation as a whole, even where a majority of the workers is against such action.

A case which occurred last August, in connection with the coal-mining industry, is quoted as an example. On this occasion a labor walkout on a national scale affecting not only the coal miners, but also the railway workers and dockers, was threatened, the Government being eventually coerced into granting a state subsidy for nine months, to the total amount of £21,000,000, in aid of coal wages, to prevent the entire business of the country from being brought to a standstill.

Special Interests Aided

The coal subsidy is only one of a number of avenues whereby Parliament has diverted money from the proceeds of industry as a whole to assist special interests. Last year £9,000,000 from taxation was spent upon building small dwellings. A sum of £6,000,000 went, under the Health Insurance Act, to help to supply medical aid to workers. Unemployment insurance was subsidized to the extent of £13,000,000. Social services, as a whole, including health and unemployment insurance, and old age, widows, and orphans, pensions, cost the state £52,000,000 in 1925.

Education, to which the budget of 1914-15 allotted £16,500,000, cost the taxpayer last year £42,000,000. The sum of £1,750,000 has been given to encourage the establishment of the beet sugar industry.

Credits have been voted for the creation of small agricultural holdings, also to finance farmers' current needs. Grants have been sanctioned for drainage schemes, road-making, and other public undertakings to help to provide work for the unemployed. To render this possible and to meet war debts and defense, an annual revenue of £800,000,000 has to be raised from the British taxpayer, being £100,000,000 more for these small islands than suffices to pay for the Federal Government of the whole of the United States.

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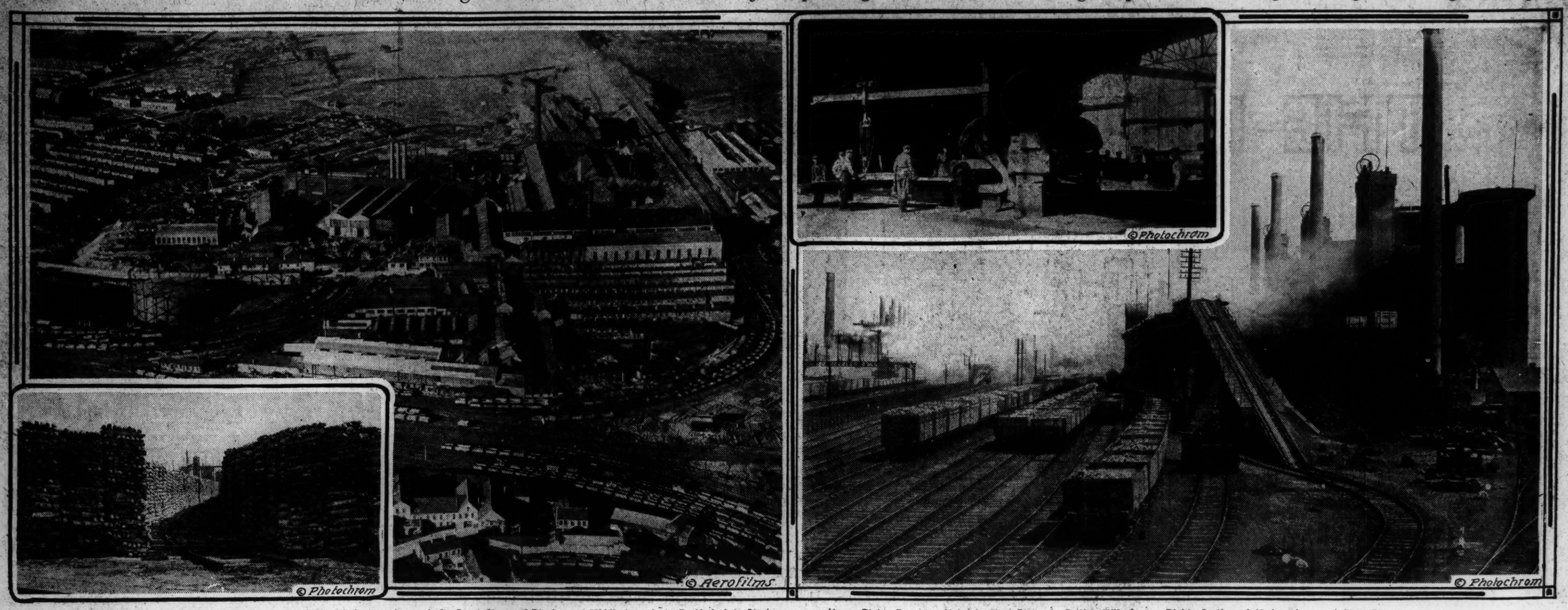
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Iron and Steel Trades See in Increased Pig Iron Production Evidence of Improving Conditions Following Depression in Shipbuilding and Engineering



Upper Left: Industrial Plants at Darlington, Center of Iron and Steel Industry. Lower Left: Great Stores of Pig Iron at Middlesbrough, to Be Made Into Steel. Upper Right: Punching Holes in Steel Plates in British Mill. Lower Right: Section of Modern Iron and Steel Plant at Middlesbrough.

BRITISH IRON AND STEEL INTERESTS ARE SANGUINE

Outside America, Britain Holds About Prewar Proportion of Steel Trade—Demand for Pig Iron and Steel Increasing

By EVERARD COTES

Special from Monitor Bureau

LONDON—Iron and steel are among Britain's basic industries. They employ 260,000 workers and £200,000,000 capital. They are also an essential link in a great chain of national activities which include those of coal mining, engineering, shipbuilding, and machine and tool making. The period of deep depression through which the iron and steel trade has been passing has thus caused much concern. It is well, therefore, to take stock of the position, to examine the causes which have produced the depression, to measure the results attained in combating it, and thereby to endeavor to see the nature of the prospects in store.

One fact dominates the situation. It is that steel prices today are only 20 per cent above the prewar average. Iron ore is mined, smelted, and converted into steel by men whose wages are anything from 50 to 150 per cent above the prewar rate. The industry pays to railways for conveyance of raw materials to the furnaces and of the finished article to the seaport or the home market, freights which are double the prewar amount. Taxes borne by the factories have gone up 400 per cent. Yet the selling price of steel in Britain, which has to bear all these extra charges, is only one-fifth more than in 1913.

Causes of Cheap Steel

The reason for the low price of steel is not far to seek. The world, outside the United States, has been so impoverished that it is buying less iron and steel than before the war. In 1913 there were sold in Europe and Asia 37,000,000 tons of pig iron and 33,000,000 of steel. Last year these totals were only 30,000,000 and 32,000,000 tons respectively. In 1924 they were even lower, at 28,000,000 and 30,000,000 tons. British home consumption of iron and steel has fallen off chiefly because of depression in shipbuilding and engineering. Tonnage of vessels launched during 1925 was only 1,000,000 tons, or 750,000 tons less than in 1913. Sir Allan Smith, chairman of the Engineering Employers' National Federation, has estimated British engineering production in 1925 as only 93 per cent of that of 1913.

Another factor in the low price of steel should also be noticed. It is that the producing capacity in every manufacturing country has much increased, and competition in selling has consequently grown enormously. British works are today equipped to turn out 50 per cent more steel than in 1913. French prewar producing capacity has been doubled. Belgian steel and iron works are 20 per cent larger. The capital employed in the industry has also grown. That of the nine largest British iron and steel manufacturing firms, for example, is now £67,000,000, compared with £20,000,000 before the war. This has enabled buyers to squeeze sellers almost indefinitely. Manufacturers have had to part with their output at rates in many cases involving an actual loss instead of a profit.

Dividends Earned

It stands to the credit of the British industry under these circumstances that it has succeeded in distributing since the war dividends averaging something approaching 2 per cent per annum, on the ordinary shares, and slightly more than this on the preference shares. Total profits earned have ranged from £5,250,000 in the post-war boom of 1919-1920 to £1,700,000 last year. This has been rendered possible by economies so drastic as to make up for much of the increased cost of production. It has been estimated indeed that rise in world steel and iron prices to 40 per cent above pre-war level would now place the industry upon its legs.

The savings have been chiefly in factory management. In the case of that big concern, Vickers Company, capital has also been written down upon a large scale, and similar action is expected in other cases. Amalgamations have been discussed—the object being to concentrate production of each class of metal, wherever facilities for cheap mass output are greatest—but this movement has not yet gone far. It lies, therefore, in reserve, in case world prices should not recover.

The possibility is also being explored of action to help the industry in another way. This is by international agreement to ration production, thereby checking cut-throat competition at nonremunerative prices. Here less progress has been made, but confidence is felt in the ultimate efficiency of this method of approaching the problem.

Amalgamation Discussed

Sir Arthur Dorman, presiding at the last annual meeting of Dorman, Long & Co., said: "While I believe that by amalgamation and grouping we could to some extent reduce the cost of production and increase efficiency, I do not think there is going to prove the final solution of our troubles. The real thing we are suffering from is lack of demand and disparity between conditions here and on the Continent, and the real remedy for these evils is an understanding with continental makers which would be to their advantage as well as ours."

Meanwhile Britain holds practically the same proportion of the steel trade of the world outside America as it held before the war. It is thus in a position to take full advantage of increased world demand whenever it may occur.

Another important point is also in its favor. This is that relations between Capital and Labor in the iron and steel trade are good. Sir William J. Larke, of the National Federation of Iron and Steel Manufacturers, speaking at the Colonial Institute here on April 20, was able to claim that there has not been "a substantial stoppage originating within the industry" for over 40 years.

A Protected Market

It may be asked why the vast iron and steel trade of the United States, which is now approximately as large as that of all the rest of the world put together, has not been similarly affected. The answer is to be found in two considerations. One is that the United States producer has a protected market at home free from internal state tariffs. The other is that he now largely confines himself to this market and is thus independent of outside world conditions.

Under these circumstances the British manufacturer is in no way despondent. He believes that the slump in shipbuilding which is one of the chief causes for decreased demand for iron and steel, cannot go on indefinitely. Ships, for example, are wearing out and have to be replaced. Continental makers must sooner or later agree to fix prices and control output. Above all, cost of production has been so much reduced that Britain can hope to obtain a good share of whatever business is going.

Signs are not wanting that improvement has begun. Returns issued by the British Federation of Iron & Steel Manufacturers show increase in pig iron product from 502,000 tons in February to 568,500 tons in March, also of steel from 684,700 tons to 784,100 tons. In the same period five additional British blast furnaces have been restarted. The increase would have been larger, but for uncertainty about the supply of coal. Although the British iron and steel trade is depressed, therefore, it sees better times ahead.

BRITISH STEEL WITHOUT PEER

Sheffield Unique in Production of "Crucible" Variety —Cutlery World Famous

SHEFFIELD (Special Correspondence)—The staple industry of Sheffield consists of the manufacture of steel in various forms and a multitude of finished products of that material, such as tools and cutlery. In the absence of official statistics relating to the numbers engaged in the different sections of the industry it must suffice to know that about 170,000 persons in the city contribute to the national insurance scheme against unemployment. The staple trade provides a livelihood for the bulk of these.

The class of steel on which the fame and prosperity of Sheffield has been built up should not be confused with the material used for building construction, bridges, and the like, which is produced in huge tonnages on the northeast coast, South Wales, and several other iron and steel centers. The typical Sheffield steel is made nowhere else in the country.

The days of one make of steel for all kinds of purposes have been succeeded by an age of specialization. This is the era of alloy steels. Sheffield has led the world in all the great epoch-making developments of steel metallurgy in the last 40 years and is now in a position to meet every new requirement evolved by the progress of engineering science. Two are of outstanding importance. Sheffield was the pioneer of what is known as high-speed steel. The old steel, when used in lathes and machines for cutting metals, would only work when in a cold state, and the speed of the machines had to be kept down to prevent the tool from generating heat. High-speed steel loses none of its efficiency when the friction is great enough to make it white or even red hot. It is capable of treble the speeds of ordinary tool steel, and its introduction was followed by an all-round speeding up of engineering operations, increasing enormously the output of engineering work.

Another epoch-making discovery, made since the outbreak of the great war, was a method of producing steel, known as rustless steel or stainless steel, which resists corrosive action of the most powerful kind, this material will neither rust nor tarnish through contact with fresh or sea water, steam, gases, and acids of many kinds. Its first commercial application was to cutlery, which gave to the housewife a dinner knife which never needs cleaning and will last practically for all time. Since then innumerable uses have been found for it in construction of machinery, and as fresh applications are revealing themselves almost every day, there must be an enormous field for its expansion.

BIRMINGHAM EMPLOYMENT ATTAINS TO PRE-WAR LEVEL

"City of a Thousand Trades" Organizes and Assumes Responsibility for British Industries Fair at Castle Bromwich

BIRMINGHAM (Special Correspondence)—"It is safe to say that employment in Birmingham has reached at least its pre-war level." This is the bare official statement of a very notable achievement, and the individual effort which it has cost its citizens is the practical expression of the motto of the city, which is "Forward."

It is significant of the position of Birmingham in the industrial world that she shoulders the organization and financial responsibility of the British Industries Fair, the seventh and largest celebration of which has taken place, like its predecessors at Castle Bromwich, Birmingham.

To estimate the trades of Birmingham at a thousand is, in fact, today an overmodest representation of her activities. Apart from her great production of motorcars, cycles, and railway rolling stock—industries which she has developed of comparatively recent years—she boasts some 1300 or 1400 smaller trades.

Birmingham gives employment to many skilled workers in finely wrought silver, jewelry, and the manufacture of small arms. The swords of Birmingham were famous in the days of Cromwell. Every class of non-ferrous metal work finds its home in the neighborhood of Birmingham. It is well known for its bedsteads as its steel pens. Gas and oil engines, pumps and hydraulic machinery are produced in the same district as all varieties of wireless and general electrical accessories. There has been a recent accelerated development in the manufacture of machine tools, and among the oldest trades of the city are the leather works and button makers, while the name of Birmingham is associated in the mind of the veriest schoolboy with chocolate!

Birmingham will never be a pretty lady among cities. She is increasing her parks, and making brave efforts to increase the facilities for the amusement of her people, but the real reward of her labors is her usefulness of service to the country, and her own prosperity. On her face is the trace of toil, but it is an honorable stamp and by it she takes her place as the fifth city of the country in order of precedence.

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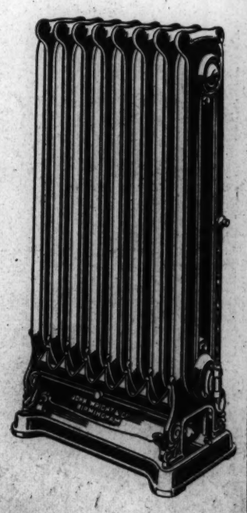


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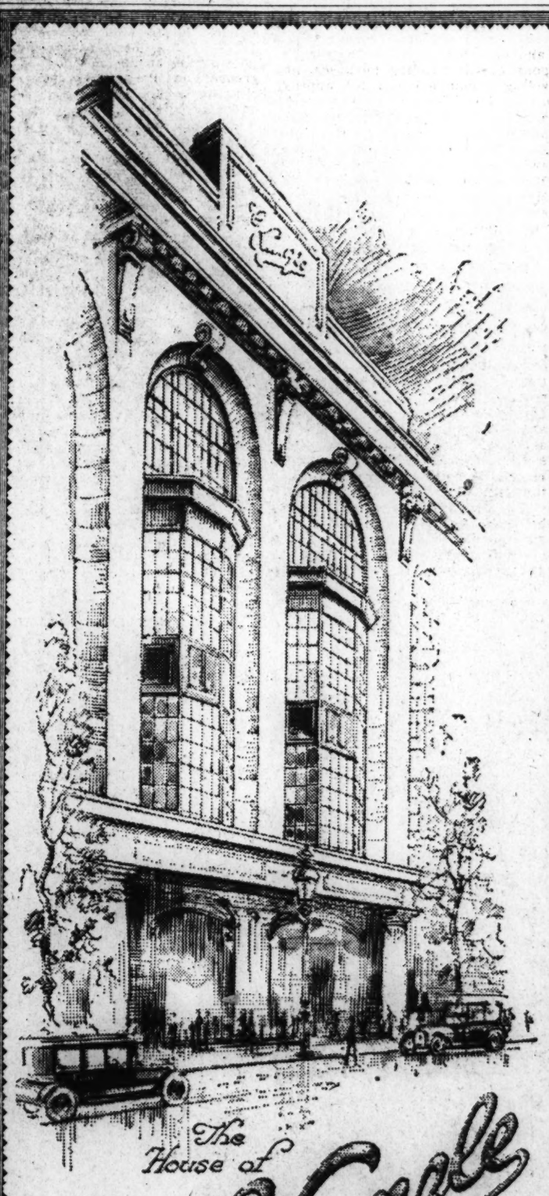
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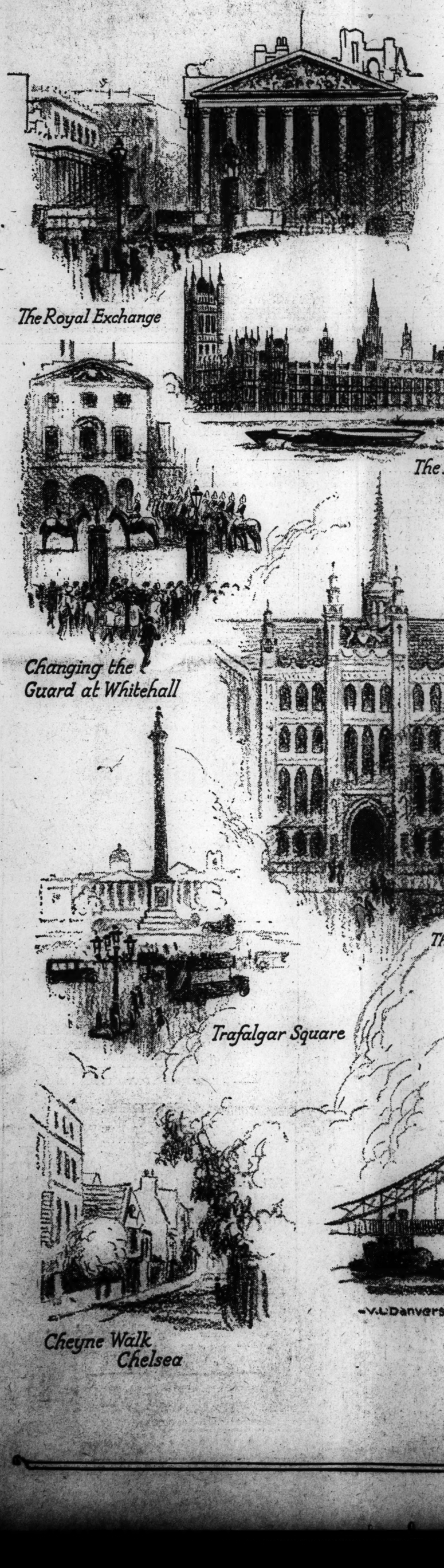


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In finance, commerce and shipping, London has been for centuries in the lead. London's merchant adventurers have financed and directed the opening up to trade and commerce of more new lands than all other countries combined. Today the money supplied through London is developing new countries in Africa, Asia, North and South America and in Australasia, building railroads, ports and cities and constantly adding to the sum of the world's wealth and comfort.

London is the news centre of the world. By cable, telegraph, wireless and by ship every event of importance is known in London and from there is distributed to every other part of the world. Here is the barometer by which is judged the fluctuation of trade, commerce, finance and politics in every country.

Attractiveness to the Traveller

LONDON was described as an important commercial centre by Tacitus in 61 A. D. Its attractiveness to the traveller arises in large part because it presents the opportunity to study the development of thought from the primitive beginnings of nearly 2,000 years ago down to the latest improvement of today. It is a picture both of life and of things of all historical epochs.

Here may be seen the Roman Wall, the Norman Tower built by William the Conqueror in the 11th century, the 14th century Guildhall and the massive splendour of St. Paul's, built by Sir Christopher Wren in the 17th century. In London's museums and art galleries are treasures gathered from the uttermost parts of the earth.

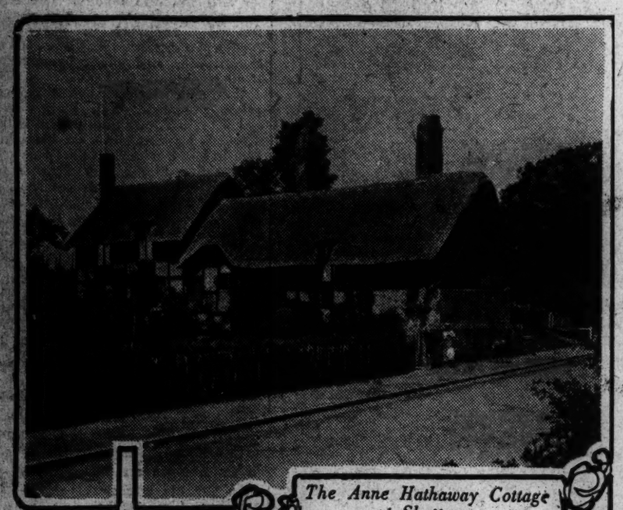
Nowhere else in the world will be found, as in London, the comforts and refinements of modern civilisation side by side with customs and ceremonies which have been jealously guarded from the Middle Ages. When the King and Queen, crowned and driving in the coach of state with postilions and outriders, go to open Parliament, as their predecessors have for centuries, they are followed by the Yeomen Warders of the Tower ("Beefeaters") wearing similar uniforms to those in which Yeomen Warders followed Queen Elizabeth. In accordance with the practice of centuries, on the 9th of November in each year, the newly-elected Lord Mayor of London drives in state in a gilded coach with bewigged and powdered footmen and coachmen and with much pageantry, to be presented to the Lord Chief Justice at the Royal Courts of Justice. No one can be said to have travelled or to have seen the world who has not seen London. London's 7,500,000 people and the tremendous enterprises they carry on assure for the metropolis its continuance as the world's premier city.

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British Industrial Supplement



The Anne Hathaway Cottage at Shottery
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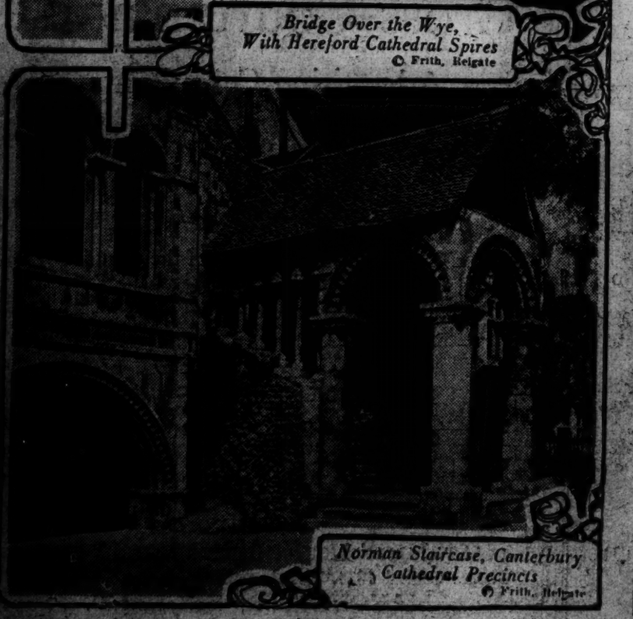
View of "The High" at Oxford
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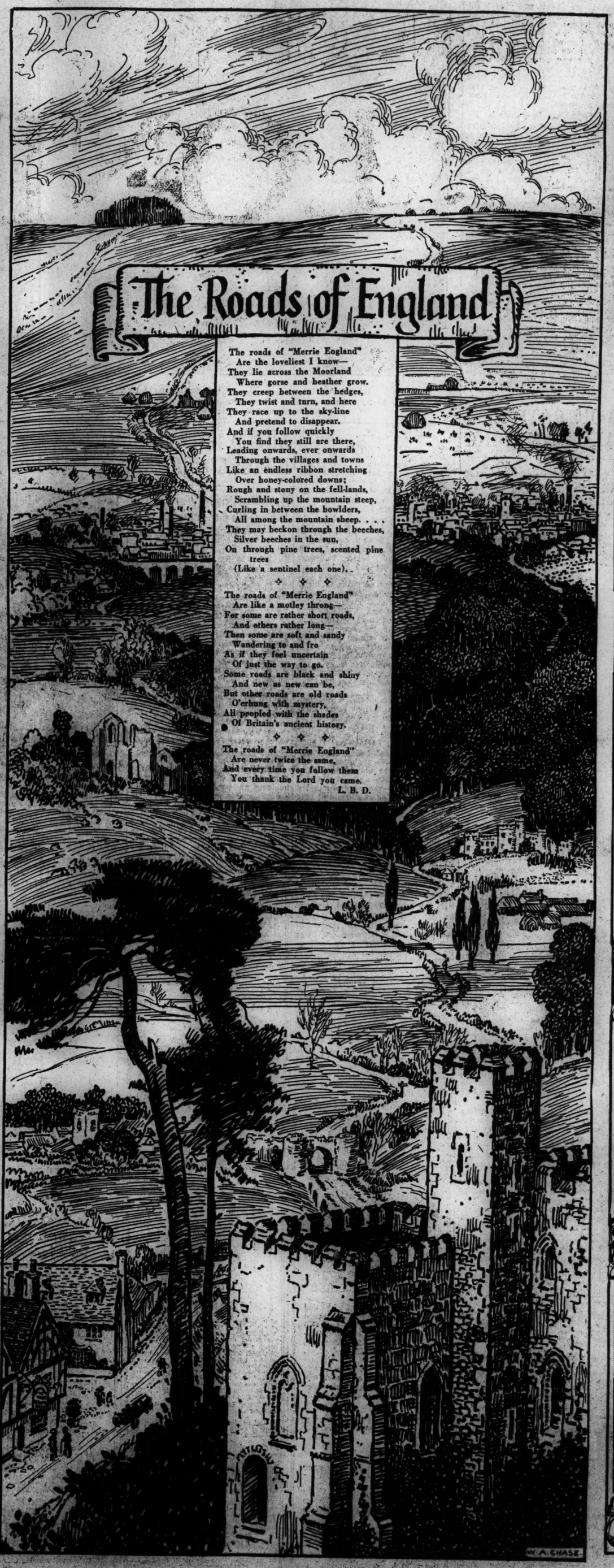
Langdale Pikes, in Lake District
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Bridge Over the Wye, With Hereford Cathedral Spires
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Norman Staircase, Canterbury Cathedral Precincts
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The Roads of England

The roads of "Merrie England"
Are the loveliest I know—
They lie across the Moorland
Where gorse and heather grow.
They creep between the hedges,
They twist and turn, and here
They race up to the sky-line
And pretend to disappear.
And if you follow quickly
You find they still are there,
Leading onwards, ever onwards
Through the villages and towns
Like an endless ribbon stretching
Over honey-colored downs;
Rough and stony on the fell-lands,
Scrambling up the mountain steep,
Curling in between the bowlders,
All among the mountain sheep. . . .
They may beckon through the beeches,
Silver beeches in the sun,
On through pine trees, scented pine trees
(Like a sentinel each one).

✧ ✧ ✧

The roads of "Merrie England"
Are like a motley throng—
For some are rather short roads,
And others rather long—
Then some are soft and sandy
Wandering to and fro
As if they feel uncertain
Of just the way to go.
Some roads are black and shiny
And new as new can be,
But other roads are old roads
O'erhung with mystery,
All peopled with the shades
Of Britain's ancient history.

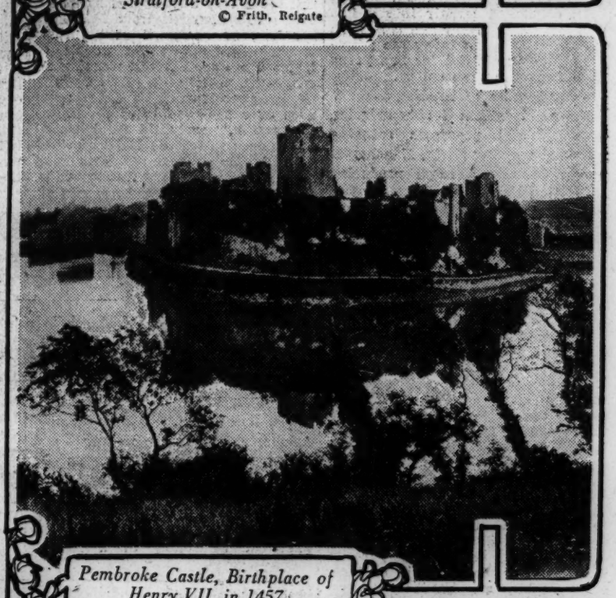
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The roads of "Merrie England"
Are never twice the same,
And every time you follow them
You thank the Lord you came.

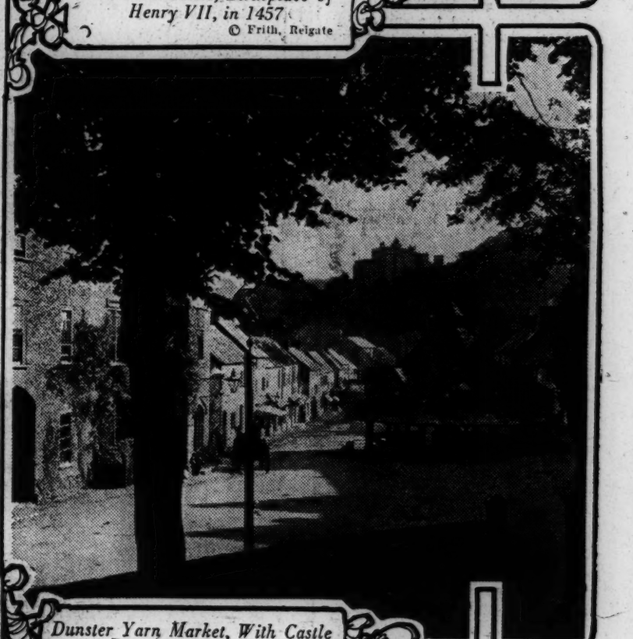
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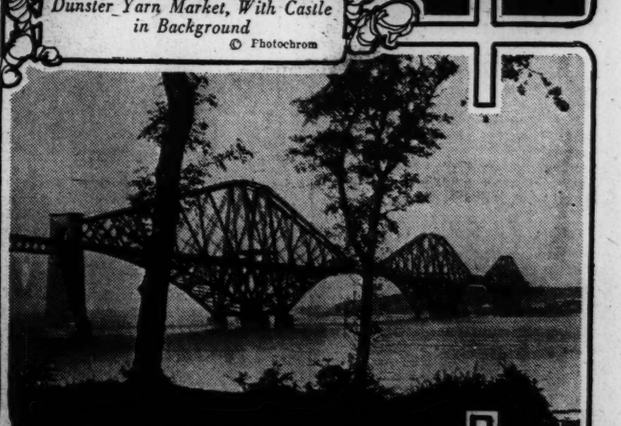
Shakespeare's House at Stratford-on-Avon
© Frith, Reigate



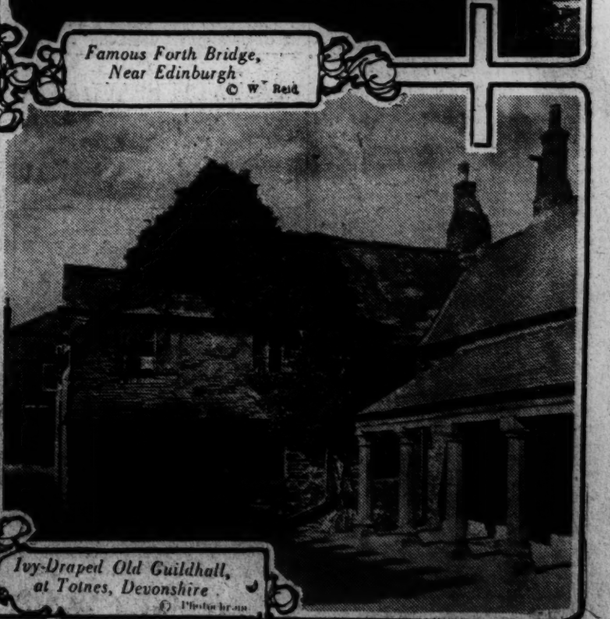
Pembroke Castle, Birthplace of Henry VII, in 1457
© Frith, Reigate



Dunster Yarn Market, With Castle in Background
© Photochrom



Famous Forth Bridge, Near Edinburgh
© W. Reid



Ivy-Draped Old Guildhall, at Totnes, Devonshire
© Photochrom

LANCASHIRE COTTON INDUSTRY HAS ITS CENTER IN MANCHESTER

Yarns and Fabrics From Its Warehouses Are Dispatched to Every Quarter of Civilized Globe—Classes of Fabric Vary in Different Districts

By FRANK NASMITH
Editor of the Textile Recorder, Silk Journal, etc.

MANCHESTER (Special Correspondence)—Manchester is the recognized center of the greatest cotton manufacturing district in the world and from its warehouses yarns and fabrics are dispatched to every quarter of th civilized world.

Even in the days of the spinning wheel and hand loom the merchants of Manchester had organized a definite method of selling their goods, and dispatched travellers throughout the country who carried samples and took orders which were subsequently filled, the goods being delivered by the great wagon service that had been established throughout England. From the commencement of the machine industrial era, about the middle of the eighteenth century, Manchester became more and more the marketing center of the cotton industry. Bolton, the home of Crompton, the inventor of the spinning mule, developed largely into a fine yarn-producing center and it has the distinction of being today the greatest producing district for fine yarns made from Egyptian cotton.

System of Trading

Although, within its boundaries, the city still possesses spinning mills and weaving sheds, Manchester is not actually a large producing town. The total number of spindles at work in the Manchester area—which includes several fair-sized towns and even Salford, the latest English borough to obtain the dignity of being called a "city"—is 3,311,768, and the number of looms 23,008. The product from spindles and looms is varied and not so distinctly characteristic or definite as it is from other producing districts.

It will no doubt be advisable for due appreciation of the greatness of Manchester to discuss briefly the system of trading and the organization essential to world's trade. The Manchester Royal Exchange is undoubtedly the hub. It is a building occupying 8222 square yards, or 1.7 acres. It has a single trading floor; the total number of its members is between 11,000 and 12,000, and the attendance at High 'Change on Tuesday and Friday reaches 8000 persons. The Exchange is open for business every working day, but it is on Tuesday and Friday that the responsible directors, managers, and others from the mills of Lancashire attend in great numbers. Such days are market days, and the sight of some 8000 persons doing business on one floor, quietly, and without undue noise, for only a hum arises to the visitors' gallery, is most impressive.

Cotton Competes With Silk

It should be appreciated that the mills in different areas in Lancashire apply themselves to the production of particular classes of yarn or fabric. Bolton has already been mentioned as the home of the fine spinning trade. Oldman mills concern themselves with the production of yarns of medium and coarse qualities spun from American cotton; Blackburn's looms produce dhoties for India, while those of Burnley turn out hundreds of miles of Burnley "lumps," a cloth which eventually gets to China. In northeast Lancashire, Nelson and Colne, the manufacturers of fine fabrics are located, fabrics which are so extraordinarily good that some of them made wholly of cotton have successfully competed against real silk goods.

The advantage of trading on the Royal Exchange will be obvious, for in one place and within a comparatively short space of time, a transaction involving thousands of pounds and months of subsequent production work can be settled. For example, a shipper receives an inquiry from his agent or representative in India for a price for bleached goods. The shipper goes on 'change, gets into immediate touch with a manufacturer, and gets his price and delivery date of such goods in the grey. Then the shipper can at once approach a bleacher and get his price for bleaching and date of delivery. A cable back to India, a return cable, and the order is placed.

The Overseas Trade

The manufacturer will then approach a spinner—whose prices for certain counts of yarn he possessed when he quoted for his cloth—and will place an order for delivery of sufficient yarn to meet his requirements. The spinner, if he has not already done so, can immediately cover his supply of raw cotton through a cotton broker or merchant. Thus all sections being in attendance at the Royal Exchange, the problem of merchanting becomes comparatively simple.

The Manchester shippers have built up the overseas trade for Lancashire to such an extent that the cotton industry is today Britain's second greatest industry, the first being agriculture. Quaint and curious are the names to be seen on name plates of many warehouse doors. Although the names remain even now, it is probable, in many instances, that the old interests have gone out and the present directors are all British. But the reminder is there that from many quarters of the earth came merchant adventurers who settled in Manchester and purchased cotton goods. Located out in the Orient or in South America was the selling end of the firm, probably a near relation. Goods bought in the Manchester market were shipped out to India, China, Peru, Egypt, East and West Africa, and from trading stores, posts, and delivery points, dispatched by carrier to the natives in jungle and desert village.

Studying the Consumer

There are great firms who have established themselves in particular markets. Jardines of China, Ralli Brothers of India, Stavert Zigomala, who, originally a Greek firm, have developed the South American markets; Duncan Fox, also South American traders, and so on. Certainly it has been a very great asset for Manchester and Lancashire that considerable business is done by firms such as these, whose buying house is in the center of the industry while their distributing stores are in the distant parts of the earth.

Market knowledge is another great and important essential. For years the shippers of Manchester goods have been studying the predilections of the consumer on the spot, and the great and varied trade that has been built up is testimony to the differing tastes of the various peoples of the world.

The native of Java does not like the prints that the West African fancies and therefore must be specially catered to. It has never been a case of forcing the consumer to accept a certain line, even when competition was less severe than it is today, but rather to find out his desires and meet them.

Employees Number 500,000

The magnitude of the cotton industry which finds its center in Lancashire is hardly appreciated by many. There are approximately 59,000,000 spindles, or one-third of the total number throughout the world; of looms there are 800,000, weaving an enormous variety of fabrics. In a normal year Lancashire imports and uses over 2,000,000 bales of American cotton, nearly 500,000 bales of Egyptian, and 500,000 bales of other growths. The export of cotton yarn during 1925 was 1,572,877,000 pounds, with a value of £65,587,415, and of cloth 4,433,745,300 square yards, having a value of £150,526,000. It has been estimated that the capital invested in the industry is £200,000,000, while employees number 500,000.

It is interesting to note that the Lancashire industry is making a determined effort to rid itself of dependency on the United States for its supply of raw material, or at any rate to reduce such dependency. It is probably the only industry that taxes its raw material—6d. per 500-pound bale—in order to raise money for the development of cotton growing within the Empire. Such development work is proceeding well, good progress is being made, and this year some 500,000 bales of Empire cotton will be available.

Confidence in Future

Another instance of the initiative and foresight of Manchester men is exemplified by the Ship Canal which has established Manchester, lying 30 miles from the sea, as the fourth port in Great Britain. Our concern is with the cotton industry and it can be stated emphatically that by shipping cotton direct to Manchester considerable saving in the price of the raw material to the consumer can be secured. There has been a steady development in the cotton shipping business and over 50 per cent of the Egyptian crop is now delivered direct to the Manchester docks. Further, there is constant increase in the exportation of Lancashire-made fabrics via the Ship Canal.

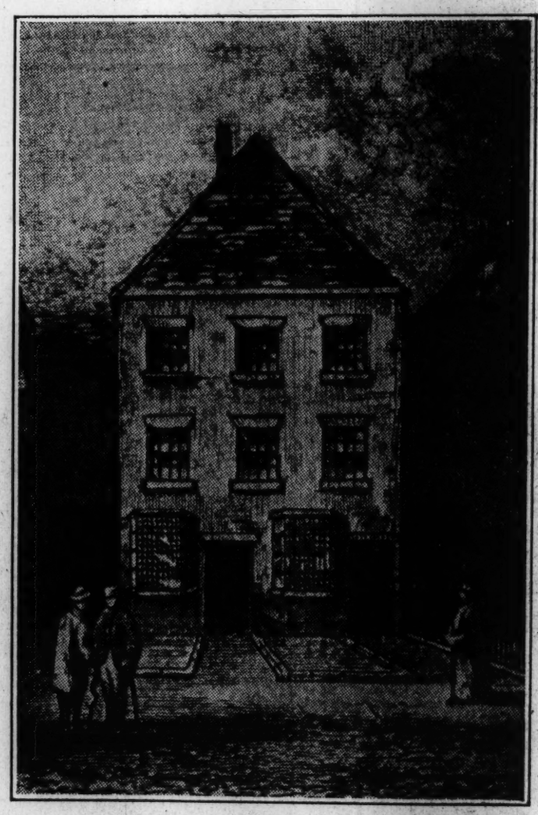
At the moment the cotton industry is suffering depression in common with many other staple trades, but there is no fear as to the future. The ready adaptability of the Lancashire manufacturer, the remarkably well organized system of distribution, the hereditary skill of the operatives, and the intimate knowledge of the markets of the world, are assets with which Lancashire is equipped to meet the most strenuous competition.

GREAT BRITISH CO-OPERATIVE STORES HAD SMALL BEGINNING

Flannel Weavers of Rochdale Started Enterprise That Has Grown Into Mighty Institution in 80 Years

MANCHESTER, Eng. (Special Correspondence) — Little did Samuel Ashworth, flannel weaver and amateur shopman, think, as he wrapped up the first purchase—half-a-pound of sugar—in the little co-operative store in Toad Lane, Rochdale, that his efforts were the practical beginning of a mighty movement, whose trading figures were one day to reach hundreds of millions of pounds. The neighbors who had crowded through the open door to watch his unskilled salesmanship certainly did not think so, but as the days, or rather evenings, sped by—the shop was only opened in the evenings after Ashworth and his 27 fellow weavers had finished their ordinary work—it became increasingly evident that the little "co-op" shop had benefits to offer which the other provision dealers had not, and so its trade rapidly grew in volume.

These flannel weavers, whose memory is now world famous, started their business with a capital of £28, which they had subscribed over the period of one year, at the rate of first twopence and finally three pence a week. They stocked their little shop with five commodities—butter, sugar, oatmeal, candles, and flour. The "Equitable Pioneers of Rochdale," as they called themselves, succeeded where earlier co-operators had failed, by selling their goods at current prices, and dividing the savings effected by their co-operative trade among the purchasers in proportion to the amount of their purchases. Besides selling their goods at current prices, they insisted upon cash payments, and the giving of full weight and good quality. The surplus or saving—the word "profit" is not used by co-operators in the usual way—resulting from the business was divided into three parts; one was given to the members in proportion to their purchases, another was set aside for the reserve fund, and the third for educational purposes. The constitution provided for one vote only for each member.



Original Store of Co-operatives. From This Beginning the Rochdale Pioneers Have Grown Into One of the Largest Co-operative Organizations in the World. It Was Opened With the Sale of a Half-Pound of Sugar 80 Years Ago.

Grew to Great Proportions

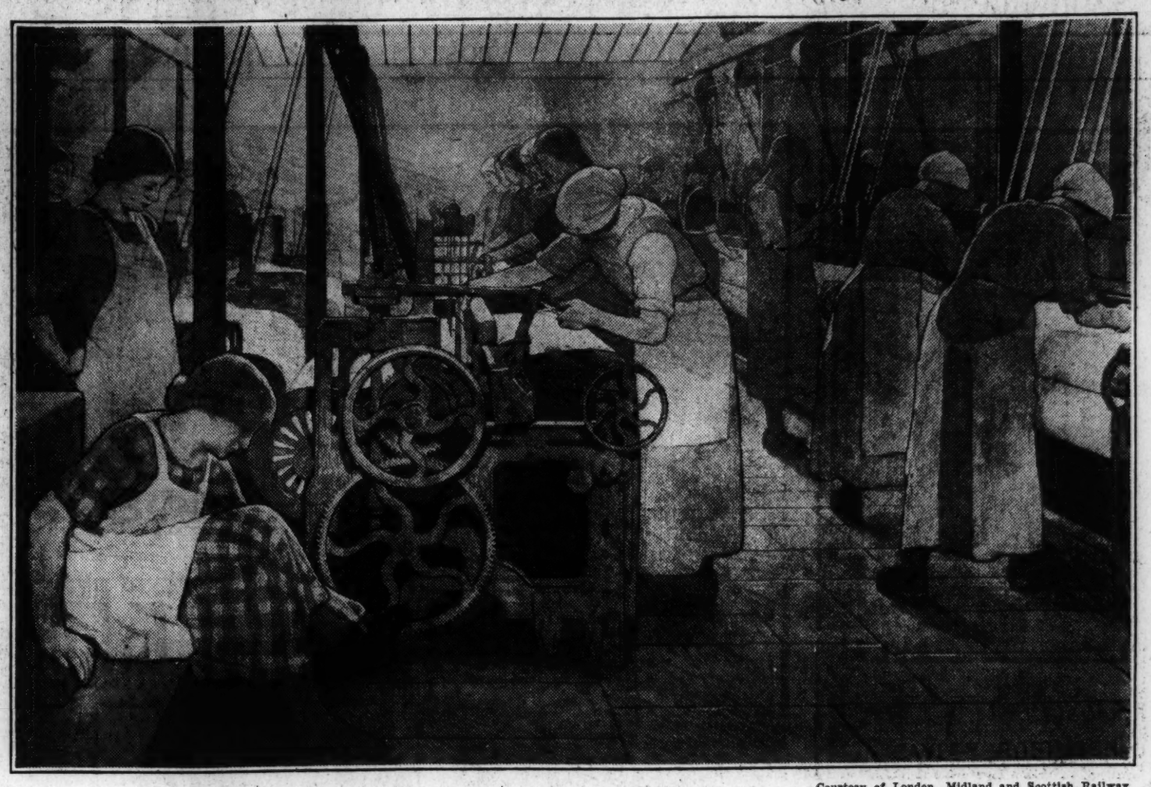
On these foundations, laid down in 1844, was the British co-operative movement built. So well did the "pioneers" and their followers build, that at the end of 1924, exactly 80 years later, there were 1314 retail distributive societies in membership with the Co-operative Union. The total individual membership of these societies was 4,702,868. The total share and loan capital was £94,053,941, and the reserve funds £5,477,776. They employed between them 134,419 operatives, whose wages and salaries amounted to £17,534,892; while the collective sales of the societies reached £177,077,825, on which a total net surplus of £18,947,448 was made.

Success in co-operative distribution very soon turned these early co-operators' thoughts in the direction of co-operative production, and in 1850 the Rochdale Corn Mill was erected. The experience gained through this federal mill—it belonged to several societies—largely contributed to the shaping of the Co-operative Wholesale Society. It led also to other co-operative productive societies, of which at the end of 1924 there were 105 with a membership of 37,699, a total trade of £5,425,660, yielding a net surplus of £363,734, and a total share and loan capital of £3,071,873. The wage bill paid to 11,868 employees was £1,838,353.

Wholesale Co-operatives

These productive societies are quite exclusive of the four wholesale societies; the English, the Scottish, the Irish Agricultural, and the English and Scottish. The English C. W. S., which is the largest of these wholesale societies, and like the Scottish distributes as well as produces, manufactures almost anything from candles to motor vehicles; has purchasing depots and estates in different parts of Europe, the United States, Canada, Africa, India, and Ceylon. At the end of 1924 the C. W. S., which is a federation of retail societies, had 1187 members, a total share and loan capital of £31,551,203, and a distributive trade total of £72,888,064, which yielded a net surplus of £1,213,345. It employed 34,227 workers, whose total wages and salaries amounted to £4,814,147. The value of its stock in trade in 1924 was £9,309,528.

Manchester Sends Its Cotton to the Most Remote Corners of the Civilized World



INTERIOR OF A LANCASHIRE MILL
Courtesy of London, Midland and Scottish Railway

This Poster by Cayley Robinson Gives an Adequate Conception of Conditions Inside the Average Cotton Mill of Today. The Products of the Industry Are of Such Excellence That Many of the Fabrics Have Competed Successfully With Real Silk Goods.

NOTED BOTANIST HONORED FIGURE

Peter Collinson Warned the English Government of "Revolution"

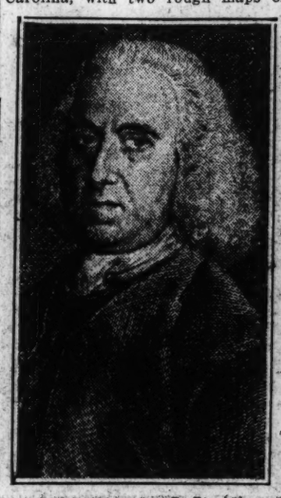
By MAJ. NORMAN BRETT-JAMES
Author of "The Life of Peter Collinson," etc.

Special from Monitor Bureau

LONDON—Among the Englishmen who established friendly business relations with the American colonies in the early eighteenth century, an honorable place must be accorded to Peter Collinson. He was a Quaker and a London merchant, and was born at the beginning of 1694, when life was rather easier in England for Nonconformists than in certain parts of the seventeenth century. His father was a successful wholesale woolen draper, haberdasher and mercer, with a business house in Gracechurch Street and business connections with some of the 13 states which stretched from French Canada to Florida, then in the hands of Spain.

Collinson and his brother James carried on and increased the paternal business, and both were able to devote a considerable portion of their time to the study of botany and the practice of gardening. As early as 1723 Peter Collinson persuaded gardeners in the colonies to send him seeds to plant in his garden at Peckham, then a rural village in Surrey, and among those received were tulip, saxifrage, and dittany from Maryland, and raspberries from New England.

In 1730 he received a letter from Francis Veale as to the progress in Carolina, with two rough maps of



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PETER COLLINSON
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the colony, and an indication of its chief products, wheat, timber, pitch, tallow, and hides. Veale pointed out that the young colony needed canvas, shingle, sail-cloth, and hinges, and was establishing trade with the New England States, which sent their sloops to act as carriers of merchandise in both directions.

Devoted His Life to Botany

In the same year Collinson became acquainted with Francis Dales of Providence, in Nassau, one of the Bahama Islands. He sent over specimens of shrubs and flowers. About the same time Dr. Samuel Chew introduced Collinson to John Bartram, an American native-born, who hailed from Derby in Pennsylvania. Bartram was a natural genius and devoted his life to botany. He established the first botanic garden in the New World, and for 38 years kept up a correspondence with Collinson, without even meeting him. The garden on the Schuylkill River, which is still in existence, owes much of its beauty to the seeds and plants sent by Collinson and his friends all over England, while many of the gardens in the mother country, Collinson's two gardens at Peckham and Mill Hill, in particular owe a very great debt to the researches of Bartram.

Collison employed Bartram as a collector of American plants and distributed what was sent to him, at first only to Philip Miller, of the Apothecaries Garden in Chelsea, and to Lord Petre, the owner of Thorndon and Writtle Park in Essex. After a year or two, the list grew, until many of the great landowners in England, which were suitable for the soil of Philadelphia. The first parcel sent out contained vines and nectarines and 69 other kinds which Philip Miller selected and named. The seeds and plants were frequently sent to Bartram, enclosed in parcels to Joseph Breintnall. Dr. Witt, Israel Pemberton, and other well-known Philadelphians.

Collinson sometimes sent Bartram other presents, such as a calico gown for his wife and a good suit of clothes for himself. He also kept him in touch with botanical research, by sending him books. After a few years, Collinson had secured so long a list of patrons that Bartram could afford to spend several months in travel, and the results were dispatched to England and distributed to the clients. The culmination of Bartram's success as a purveyor of plants to England was when Collinson, after many efforts, secured his friend's appointment as royal botanist to King George III, at the salary of £50 a year.

Knew Younger Penns

Collinson knew the younger Penns well, and introduced Bartram to them. He also asked that the proprietors of Pennsylvania should allow him an annual salary in return for his botanical research, by sending him books, but nothing came of it. Of the patrons to whom Collinson sent Bartram's seeds, there were one or two of unusual importance. The Duke of Richmond planted 20 of these exotics in Goodwood Park; the Earl of Bute, so unpopular as Prime Minister, sent his share to Kew Gardens, or used them to beautify Kenwood, London's latest open space. Worksop, one of the fine estates in the "Dukeries" owes a great deal to Bartram, who sent an annual box for the Duke of Norfolk.

Benjamin Franklin was a very intimate friend of Collinson's and spent much time at Mill Hill during his long stay in England. On his return he became, for the time, highly unpopular with the Americans, and Collinson wrote warning letters to the English Government, referring to the "commotions in which the riotous Prybeterians (sic) by illicit acts and contrivances have jockeyed out of the assembly my rigchious friend, Mr. Franklin, who was speaker, in the last."

Inkling of Coming Trouble

Collinson, like his Swedish friend, Peter Kalm, had some inkling of the coming troubles and warned his friends in the ministry that the colonists had the Oliverian spirit and might try a "revolution . . . to sett themselves up independent of their Mother Country." It was Collinson's information and encouragement that first induced Franklin to interest himself in electricity, and Collison published his friend's experiments to the Royal Society, defended him against their criticism, and secured his election as a fellow.

Philadelphia is indebted to this public-spirited London merchant for much help in the foundation of her public library, the first to be founded in the New World. He sent over books, persuaded his friends to do likewise, and acted as their library's unpaid agent, for over 20 years.

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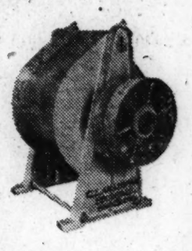
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BRITISH TOURS FULL OF CHARM

Ancient Names in Settings of Today Recall Many Historic Deeds

Special from Monitor Bureau

LONDON—The charm of touring in Britain consists not in the journeys accomplished and the towns to be found at the end of them, but in their making. For the roads of Britain have both personality and charm; they are not senseless tracks merely, that lead from one place to another, but friends, each with a different tale to tell to those who are not so imbued with haste and preoccupied with other matters that they cannot listen.

This one, for instance, mounting boldly to the crest of the ridge and sweeping straight forward up hill and down dale as far as the eye can reach, striding contemptuously over obstacles and taking no account of the towns and villages on either side, tells the traveler that he is passing along the very road on which, 1800 years ago, swung Cæsar's legions at their steady four-mile-an-hour tramp that covered the known world.

This one, that keeps along the high ground to avoid the swamps and forests that covered the valleys when it was formed, is where the traders and the pilgrims walked on their way to Canterbury and its shrine; on this one, where the inn-sign creaks above the great bow-window, it is not difficult to see the coaches roll by to Bath, and the chaise with its lolling postilions bear its burden of scent and powder and finery back to the Court of St. James's.

Memories of Smugglers

This little lane, tumbling steeply down to the cove, must have seen on dark nights a century or so ago many a train of ponies go by with the smugglers' barrels slung across them; this 60-foot concrete highway, at the other end of the scale, that has eaten away half a hillside to ease the gradient, is the voice of the modern world. There are, fortunately, but few of this latter kind; the main roads for the most part have not such an overbearing disposition, but wind courteously around obstacles and are not afraid to climb.

As for the lanes, their chief characteristic is to turn four right-angled corners in quick succession, and then to proceed gently forward in their original direction, because they have always skirted farmer Jones's field. And the British public, that has found its roads and its country again with the coming of the cheap but reliable small car, and the motor-coaches and the country busses, would probably not have it otherwise.

Diversity of Scene

And where do they lead you? There can, surely, be nowhere in the world such a diversity of scene in a small compass as you will find if you travel the roads of Britain. You may see, if you are wise and travel some time down to the West Country of Devon and Cornwall, first the ordered beauty of Surrey, lawns and great trees and trim gardens with here and there a stretch of heath and pine and at Guildford the dignity and kindliness of an old county town; upland stretches of heather and woodland in the New Forest of William Rufus; back to the quiet pastoral Dorset of Thomas Hardy; a road winding high over the hills that fringe the coast to Exeter; Devonshire lanes, deep and green, where thatched cottages stand among the trees and wild roses peer out from the hedgerows; on Dartmoor heather again and prehistoric circles and rushing streams and high tors that look out on each side to the sea—all in 200 miles or so.

At the end you may see a county that is a place apart, naked and windswept, except in the deep valleys, and ringed by tall iron cliffs which open unexpectedly to reveal a stretch of white sand at the head of the cove or a deep harbor where the gray cottages straggle down to the quay and the coasters swing to the tide. In the spring you may see whole fields of narcissi and violets; and at all times something of Merlin's magic still lingers in the seamist that sweeps in from the Atlantic and in the colors that the sea catches from the sinking sun when it is still and luminous.

Or if it is the springtime, it is best perhaps to go and see the blossoms in Worcestershire and Gloucestershire and Herefordshire, over against the Welsh border; it is possible to drive through whole forests of it around Evesham, and to follow the River Wye from Hereford, with its cathedral by a fine road looking over to the Welsh hills on the west to Ross on its hill, and thence down the ever-winding and deepening tree-clad valley to Chepstow, past the picturesque ruins of the Abbey of Tintern, and with perhaps a diversion to Symond's Yat, is to see spring at its best with the changing greens of the foliage unspoilt by summer's dust and heat.

In this border country, too, are to be seen some of the finest old inns in England; the New Inn at Gloucester (new indeed in 1450), with creeper-clad balconies looking over its courtyard; and the Feathers at Ludlow, with a wealth of fine oak carving. Or if you take one of the little roads that wind through Clun and Bishops Castle among the hills and woods of the border, dipping now and again down to a shallow ford, they will lead you at length to Shrewsbury, and thence by the high road to Chester, the Deva of the Romans and a walled city still, where whole streets of half-timbered houses stand and the rows remain to elevate the shopper and confound the antiquarian.

For those with time to spare there are Wordsworth's Lake District, the gray hills of Western Ireland, or the Highlands of Scotland, wild heather-clad mountains with blue lochs at their feet, that can only be mentioned.

To these and to many such other pleasant places, that there is not space even to number, do the roads lead that radiate like spokes of a wheel from London: they are infinitely diverse and they cannot be catalogued. Volumes could be written upon the villages alone; and the dispute as to which is the prettiest will never be settled, for some will always prefer Clovelly upon the Devonshire coast, where white cottages sit one above another in the wooded amphitheater of the valley as though they watched some play upon the sea's stage and sat close together to talk until it should begin; and some will like wide-set Broadway in Worcestershire, and some Bibury in Oxfordshire, where the lines of gray stone cottages melt into the green of the trees and meadows and show up the gay colors of their garden-flowers, the brook bubbles away from the spring in the inn garden, and nothing whatever of the modern world obtrudes; and some will prefer any one of a dozen others that lie scattered up and down the land.

Car Unnecessary

It is not necessary in order to travel by road that one should be possessed of wealth, or even of a car. It is possible to travel almost anywhere in England by taking one motorbus after another, for the various systems link up; and for those with no other objectives than to spend the days wandering, it is no bad plan to set out with knapsack on back and Ordnance map in pocket—the hill-shaded ones are best, with the delectable patches of brown high land—and travel by bus or on foot round the countryside, walking when the by-paths seem best and the world of petrol obnoxious, getting aboard again when the way becomes too dull or too long, and not needing to decide where the next day shall lead until it arrives.

For those, on the other hand, who know that their desire to get to place A is proof against temptation to linger on the way or turn aside to catch a passing fancy, there are the motorcoaches which run in the summer with the regularity of trains to the coast from London, and whose proprietors will also, if you so desire, take you for a tour almost anywhere and house and feed and instruct you all the time as well.

The Secret of Touring

But it is the little cars, chiefly, that people the road nowadays, full to overflowing with the family and its baggage and its dog, that are to be found at the top of the Downs and the end of the lane and where the road runs down to the sea. And the owners of them do not and need not envy those that sweep past them in powerful cars. For in Britain the secret of touring is not to fix one's gaze upon the end of the journey, and emphatically not to be enamored of high speeds; for then the road will wind interminably and unnecessarily and be full of cyclists and pedestrians and huge lorries, all seeming to take great delight in obstruction, and traveling will consist in nothing else but slowing down continually and picking up speed again.

Better it is to set out with only 100 miles or so to go before nightfall, so that there is ample time to travel leisurely, watching not the road only but that which lies on each side of it, to take the slightly longer routes that are therefore less crowded and usually more attractive, and to stop for a while when the prospect opens out, the shadow of the cathedral falls across the square, or where the battlements and gatehouse still stand beside the moat.

Rest for the Night

By this means also you may arrive at your night's destination at 4 o'clock or soon after, and so be in a favorable position to solve that most difficult of Britain's touring problems, the night's rest. For though there are hotels in plenty, the best, especially at holiday times, are either full already (for this reason avoid staying the night at coast towns) or fill up long before dinner-time; many have fair exteriors but are bad or expensive or both; and the little inns that stand in such delectable situations have usually no accommodation for visitors.

Picturesque Glimpses of British Rural Scenery, Including Loch Lomond, and Views of Somerset and Devonshire







1—Clovelly's Single Street of Cobble Steps, Up and Down Which the Patient Donkeys Bear Their Human Burdens; 2—Loch Lomond, Famous in the Old Scottish Ballad; 3—The Castle Rock at Cheddar, Somerset.

FIRST FACTORY IS OPENED AT WELWYN GARDEN CITY

Special from Monitor Bureau

LONDON—When Welwyn Garden City was planned it was decided that it should be something more than a mere dormitory for London. It was decided that a portion of the land available for building should be set apart for factory sites. The land for this purpose is well away from the residential part of the city. Land was also allocated for the houses of the workers near the factory sites, and the result of this foresight was seen recently when Welwyn's first factory for the manufacture in England of shredded wheat was opened.

Here shredded wheat is manufactured and the workers are housed under the best possible conditions. Light, air, and spacious surroundings are features of the new factory. The machinery is all of the most up-to-date type which involves a minimum handling of the product. The outer walls are encased in white tiles which give a delightful air of cleanliness and which freshen up after every rain shower. And all round the factory one can walk out into the depths of the country, along winding Hertfordshire lanes, over clear brooks, under tree-clad hillsides and over rolling meadow land.

On one side of the factory is a large recreation ground with hard tennis courts and a cozy pavilion. A program of tree planting has been entered upon and in a few years the outside view of this pioneer of Welwyn's factories should present an attractive appearance.

A very democratic line has been adopted in the welfare arrangements. In the building class distinctions have been abolished. At noon each day work stops and the same lunch is served to all employees.

Those who laid out the future Weywyn Garden City must feel satisfaction in seeing how well their plans have turned out.

BELFAST HIVE OF IRISH INDUSTRY

Its Linens, Textile Machinery, and Shipping Trade World Renowned

BELFAST (Special Correspondence)—It is no mean boast for the capital city of the youngest state in the British Empire to be able to claim possession of some of the largest industrial concerns of their kind in the world.

Belfast's chief industry, in the matter of the number of workers employed, and in the capital invested and volume of exports, is linen. It is also the most ancient, dating back to the thirteenth century.

Today a small area around Belfast is the center of the world's linen production. Here over 1,000,000 flax spindles are normally employed making yarns and thread: these spindles are capable of producing one-third of the world's flax spinning, or the equivalent of the spindles of its three most serious competitors combined—France, Belgium and Czechoslovakia.

The linen industry, over the whole of Ulster, has a capital of nearly £20,000,000, and gives employment directly to 65,000 people and indirectly to 45,000 workers in subsidiary trades.

Half a century after the linen industry had obtained a firm footing in Belfast, followed the establishment there in 1859 of the yard of Harland & Wolff, Ltd., which now extends over an area of 230 acres. This noted firm holds the world's record for output, the year 1914 witnessing the launching of ships aggregating 156,000 tons, including the Britannic (48,157 tons)—the largest ship which had been constructed up to that time—and the Justicia (33,000 tons).

Of recent years the firm has concentrated on the development of the internal combustion engine and last year the world's largest motor liner was launched—the Asturias (22,500 tons). These are the largest marine Diesel engines ever constructed and represent a triumph of technical skill, resulting from years of experiment and exhaustive trials.

The other shipbuilding company in Belfast, Workman, Clarke & Co., Ltd., was established about 40 years ago, on a site of four acres, which has now extended to over 100.

The Belfast Ropeworks Company, Ltd., is the largest of its kind in the world and has been in existence for close on three-quarters of a century. It employs nearly 6000 hands and has agents in all parts of the world.

An immense variety of machines is required in the process of manufacture of Belfast spinning frames, and the shops utilize every known kind of modern tool. Some 3500 hands find employment in these firms alone.

Over 6000 workers are employed in the engineering shops of Belfast and a large export trade is carried on, amounting in 1923 to 9394 tons, valued at £1,512,249, and in 1924 to 11,970 tons, valued at £1,863,226.

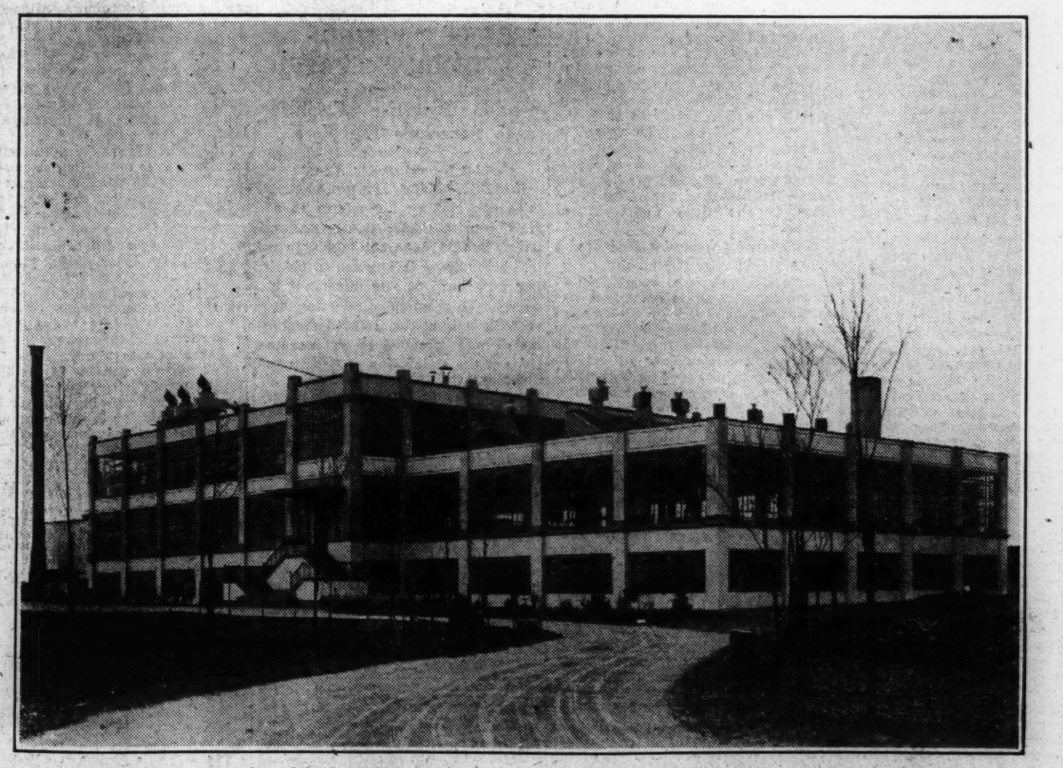
Britain's New and Wonderful Factory

THE CONSTANTLY increasing demand for Shredded Wheat in England necessitated the erection of a Factory in that country. The building has just recently been completed and it is already working at high pressure.

Situated at Welwyn Garden City—a miniature city of prim, new houses in rural Hertfordshire—it is a long way from the smoke, fog and grime of big towns. The factory is a white-tiled and many windowed building whose workrooms are bathed in sunlight and fresh clean air.

No pains have been spared to ensure cleanliness and to provide for the well-being and contentment of the workers. There are beautiful restrooms, lavatories fitted with shower-baths, and a restaurant where luncheon is served *free*. Neither has the social side of this happy staff been overlooked, for it has its own tennis courts and various sports and other clubs.

The factory is open to public inspection during all work hours, because the management have every confidence in the purity of Shredded Wheat and in the ideal conditions under which it is made. Visitors observe that *all* the wheat goes into Shredded Wheat and *only* the wheat. This food contains no flavouring, colouring matter, preservatives or adulteration of any kind. The shredding and cooking processes render the wheat palatable and ensure that it will "keep"—but that is all. It adds nothing to the wheat.



The new Shredded Wheat Factory, officially opened by the Marquis of Salisbury, at Welwyn Garden City, Hertfordshire, Eng.

SHREDDED WHEAT

The Whole of the Wheat—Th[illegible]Why it is So Good!

BRITISH COLONIZATION STYLED ITS PREMIER INDUSTRY

Four Corners of World Dotted With Youthful British Nations—Chartered Companies Renounce Rights and Colonies Gain Independence

Special from Monitor Bureau

LONDON—Statisticians have long disputed over the question: "What is Britain's premier industry?" Cotton, Iron and steel, coal—each of these has its champions. But it is here proposed to trace the development of an entirely different industry which is even more worthy to take pride of place among Britain's assets—that peculiarly Anglo-Saxon industry of colonization which has dotted the four corners of the world with new "English nations beyond the seas."

We have to go far back into the history of the Nation to find the beginnings of the restless urge which sent British traders to comb the world for the raw materials demanded by the ever-hungry British factories and which has almost incidentally brought the British Empire into being in the process.

English merchants and English cloth were already well known in western Europe many years before the Norman Conquest, for in the days of Charlemagne there was a complaint that the Anglo-Saxon merchants were reducing the size of the garments exported from England. Wool and cloth were the chief standby of these old merchants, but they also dealt in tin, lead, and leather, and some of them, it must be confessed, in slaves.

English Traders

In the years following the Norman Conquest, these English traders gradually developed a system of organization of the most far-reaching importance, for not only did it serve as the model for many centuries of English traders, but it was destined to be perpetuated in its broad outline in the Constitution of the British Empire.

This is how it came about. In mediæval times, it was the custom for the whole of British trade with Europe to be concentrated on one or two continental towns whence the goods were distributed by the French, Flemish, and German merchants to the ultimate consumer. The English Merchants of the Staple held regular "staples" or marts, twice, or sometimes four times annually at their headquarters in Brabant or Normandy. The Merchant Adventurers had two sailings yearly from the Port of London, first only to the Lowlands and afterward to Germany as well. Roving merchants with no fixed headquarters were known as "interlopers," and were held in the greatest contempt by the regular traders.

Staplers and Adventurers

Trading companies nowadays are kept rigidly under the grip of the law, but in the Middle Ages they were a law to themselves—and to others. The Staplers and Adventurers not only managed their internal affairs but their members, being resident out of England for the greater part of the year, and having their headquarters abroad, obtained from the King the right to manage their external affairs as well. Even the Eastland Merchants, whose headquarters was in London, obtained the rights of a self-governing community because they traded with the Baltic.

As an example of the wide powers possessed by these traders may be cited the charter given to the Merchant Adventurers in 1406 when:

"Henry (IV), by the grace of God, King of England and France and Lord of Ireland," willed and granted that they might "freely and lawfully assemble and meet together, as often and whensoever they please in some convenient and fitting place, where they shall think good and that they may choose and elect among themselves certain sufficient and fit persons for their governors in those said parts at their good liking.

"And furthermore," the charter went on, "we give and grant to the said Governors . . . special power and authority to rule and govern all and singular the merchants our subjects remaining in those parts and which hereafter shall come and repair to those parts."

"English House"

Thus, while at home in England the King and his barons were supreme and Parliament was little more than an organ to execute the royal commands, the organized export merchants lived their English lives in a foreign country as a self-governing community. And not infrequently they dispensed justice to citizens of the town which they had chosen as their headquarters, for we read of the merchants of "English House" at Hamburg that, "Their judgments were so just and summary that the burghers generally make application to them when they have demands upon any of the British factory, preferring their decisions to any other court in the jurisdiction of the city." That, it may be added in parenthesis, is a tradition which has endured, for even now it is no uncommon thing for foreign shipping companies to bring their disputes to the Admiralty Court in London.

Thus it was that, when the great days of the sixteenth century arrived and the English traders began to take a share in the trade which followed the discoveries of Vasco da Gama and Columbus, they made use of a different type of trading machinery from any of their competitors. To quote from the "Beginning of English Overseas Enterprise," by Sir C. P. Lucas, "The machinery was the chartered company, but the chartered company as modeled by English instinct and character; not the artificial creation of king and ministers, as in France, but the nation under the name of a company, as was the case with the Netherlands East India and West India companies; but the embodiment of private initiative under the sanction of the state, a working compromise such as the English love."

Beginnings of Empire

And so we see how the British Empire began to take shape. Private companies, working under charters from the King based on that old charter of Henry IV and others like it, scoured the seven seas, building up little isolated trading communities which gradually grew and developed, coalesced and prospered, or fell apart and disappeared. Sometimes they quarreled among themselves and more often with their Spanish, Dutch and French neighbors, until, through much toil and tribulation and a liberal indulgence of the traditional English habit of "grousing," they were hammered out into the present British Empire. And the fact that it is mainly a self-governing Empire and not a centralized Empire like those of Portugal, Spain, the Netherlands and France, is due in the first instance to the sturdy individuality of its merchant ancestry.

The early colonists went out to trade. It soon became evident, however, that in the American colonies, at any rate, trade would have to be supplemented by agriculture. This involved persuading people to break off all their home ties and start life afresh. Consequently, it was touch and go with the colonies until their difficulties were solved by the wave of religious and political persecution which swept over England, and indeed the whole of western Europe. In the 10 years which followed the foundation of Massachusetts in 1629, some 20,000 people, mainly of Nonconformist stock, left the shores of England to seek freedom in the new colony. Similarly many Roman Catholics found refuge in Maryland, while 4000 persecuted Quakers and others went to the town of Philadelphia alone between 1681 and 1700.

The Trading Tradition

But for the trading these colonists would have lived their lives and farmed their land on the old feudal lines which have not even yet completely disappeared in England. For the colonies, to begin with, were so many huge private estates held direct from the crown like the old feudal baronies of England, and the owners claimed the right to do as they liked with their own. But the old trading tradition pointed inexorably to the right of the colonists to govern themselves, and they usually got it without over-much difficulty. And when, later on, the King asserted his right to appoint the colonial governors of his "Crown Colonies," he seldom interfered with the colonists' right of self-government.

A new chapter in the history of this old tradition of self-government opened when the Seven Years' War brought into the British overseas Empire huge areas for which Parliament regarded itself as responsible. Parliament was quite unversed in colonial problems. Prior to the affair of the Boston Tea Party, there is no record of any debate on the colonies ever having taken place in Parliament.

The Declaration of Independence

Little wonder, therefore, that Parliament did not know how to handle the colonists and that the colonists did not know what to make of Parliament, and that the Declaration of Independence was the result of this mutual lack of comprehension. But the self-governing dominions with which the world is dotted today bear ample testimony of the fact that Parliament learned its lesson in the bitter days that followed.

While the old trading tradition of self-government has established itself in those colonies which either never were or soon ceased to be mere trading ventures, the chartered companies themselves were paradoxically enough being gradually brought under governmental control. The chartered companies, however, almost all held sway over large native populations, and trade, not administration, remained their chief raison d'être.

Accordingly, the East India Company, which was founded as an independent company under royal charter in 1600, and possessed to the full all the rights of self-government given to other trading companies, was step by step shorn of its judicial and administrative functions, until, after the Indian Mutiny in 1857, the Government of India was vested in a Secretary of State responsible to Parliament. The company of Royal Adventurers of England trading with Africa has likewise gone, and in its place is the Gold Coast Crown Colony.

Chartered Companies Dwindle

The Royal Niger Company Chartered and Limited has become, in so far as its administrative rights are concerned, the Crown Colony of Nigeria; the Hudson's Bay Company—or, to give it its full title, "The Governor and Company of Adventurers of England trading with Hudson's Bay"—surrendered its territorial right to the Canadian Government in 1870, shortly after Canada had received its federal status.

The old idea of the chartered company came to life again in a remarkable way during the nineteenth century. Nigeria, Rhodesia, Nyasaland, North Borneo, have all been added to the British Empire as a result of the private initiative of groups of enterprising merchants, who, like their forbears in Holland in the time of Henry IV, obtained from the crown the right to "choose and elect among themselves certain sufficient and fit persons for their governors in those said parts at their own good liking." But the Niger Company surrendered its special rights in 1900, after exercising them only 14 years, and in 1923 the Chartered Company of South Africa likewise surrendered its special rights in Rhodesia. Half of the zone of operations of the latter company has become a dominion, and the other half is in a fair way of following suit.

Mineral Prospectors Stay to Farm

Owing to these and other trading ventures and the lure of mineral wealth the area of the British Empire was almost doubled during the nineteenth century. Many of the eager prospectors who went out to Australia, Canada, New Zealand, South Africa, to search for minerals remained to farm. But the mining boom has in large measure passed, and the days of political and religious persecution have passed also, so that the colonies are once again crying out for fresh settlers as they did in the time of James I. Modern industrialism has unfitted many, who might be willing to go, for the rigors and solitude of colonial existence. And of those who are suitable few have the requisite capital.

The old trading organizations which inspired the builders of the British Empire in the days of its youth have disappeared. The Merchant Adventurers who at the height of their prosperity numbered over 6000 and boasted the proud title of "The English Nation Beyond the Sea," gradually dwindled away until at the beginning of the nineteenth century they could muster scarcely a score. Finally, in 1807, Napoleon gave them their coup de grâce when he overran Germany. The Staplers and the Eastlanders had faded imperceptibly out of existence during the previous century. Consequently some new hand must now be found to guide the still vigorous steps of British enterprise into the right path.

Big Brother Movement

There are those who think that the future in this respect lies with the Big Brother movement, which aims to give every young settler from the mother country an adopted big brother, who will look after him when he arrives; or the "group settlement" scheme whose object it is to send emigrants from England to places where they will find families from their own districts already established—the idea in each case being to mitigate the feeling of loneliness which a new colonist experiences when he first arrives.

The Merchant Adventurers have gone, the Staplers have gone, the Eastlanders have gone, but the self-governing dominions bear eloquent testimony to the fact that their tradition is still very much alive. Within the last 20 years it has given self-government to South Africa and to Ireland, and has even started to leaven the administration of India and Egypt. But though there is no reason why by education, intercourse and example it should not be gradually grafted on to these and other parts of the Empire, it is essentially an Anglo-Saxon tradition, and in other hands it does not easily flourish.

The genius of those Anglo-Saxon traders led the British Empire into new paths of individual self-government and self-expression under the ægis of one common mother; their enterprise was the largest factor in causing new "English nations beyond the seas" to spring up in all corners of the earth. Characteristically, Great Britain had almost forgotten that they ever existed. But historical research is now raising them from their unmerited oblivion and perhaps when it has done so Great Britain will begin to realize that trade can play just as important a part in holding the Empire together as it has already done in building the Empire up.

BRITISH INVITING TOURIST TRAFFIC

Would Advertise Facilities to American Travelers

Special from Monitor Bureau

LONDON—Many European countries are making big efforts to attract tourist traffic this year, and Great Britain does not intend to be left behind, but is anxious to obtain her fair share of this important industry. To this end, a meeting was recently held at the Hotel Metropole, which was attended by representatives of the Federation of British Industries, the London Chamber of Commerce, and various other interests concerned.

While there were remarkable developments in ocean passenger traffic, as a result of the facilities given for tourists in the way of third-class cabins, etc., there was unfortunately for Britain, a noticeable tendency for the visitors from the United States to proceed direct to the Continent, it was explained. It was, therefore, recommended that something should be done to induce Americans to include the United Kingdom in the early part of their itinerary and in any event not to omit this country from their European program.

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SOUTHAMPTON PLANS ENLARGED DOCK AND SHIPPING FACILITIES

Gateway Into England From America Saw Sailing of Mayflower More Than 300 Years Ago—Is Now Equipped to Drydock the Leviathan

SOUTHAMPTON (Special Correspondence) — Southampton is the gateway through which most Americans enter England. It was from here, in 1620, that a little band of 120 pioneers embarked on the quaint old sailing ship, Mayflower, on a perilous voyage of 110 days across the ocean to settle in the New World. Now, 300 years later, the great American liner, Leviathan, 60,000 tons, carrying about 5000 passengers and crew, dashes across the Atlantic in about six days and is berthed very near the spot where the Mayflower sailed. Thus, Britain's oldest seaport links two worlds of friendly people.

Nature has combined to make the site of Southampton a unique one for a great port. Long before the written history of England begins it was a trading center for Europe, and the sailing vessels of many nations found the commercial hospitality of Southampton water, with its four tides daily, its deep anchorage, and its natural breakwater, the Isle of Wight, a seaway of safe approach for ships of any tonnage.

And down through the ages the port has stood the test of time and competition, in spite of much adverse fortune, until today it is the European home of the world's super-liners, and the greatest passenger port in Great Britain.

Port Development

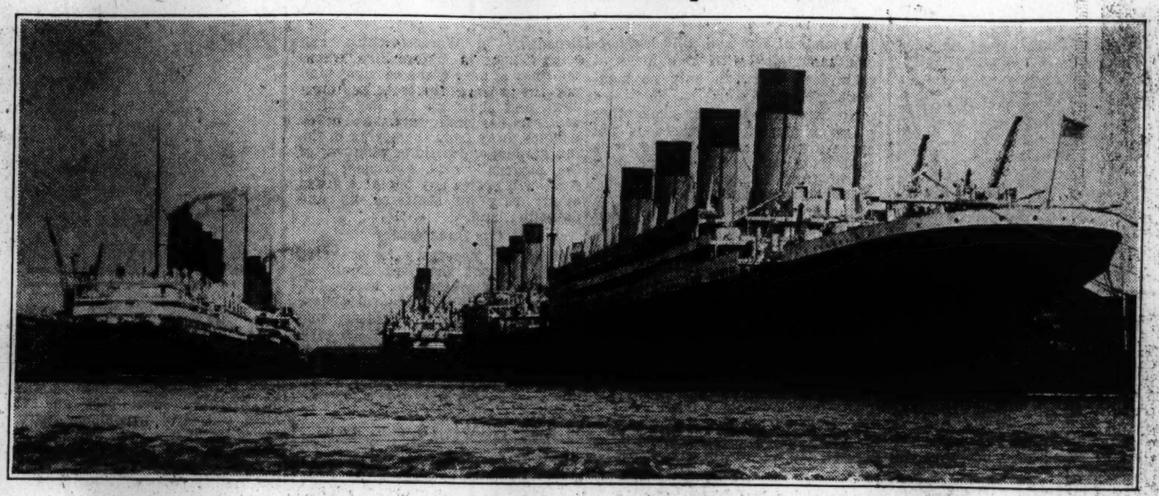
This latter achievement is a romance, for it is only during the last quarter of a century that the port has reached world-wide importance. In 1892 the London and South Western Railway Company, now the Southern Railway, acquired the docks and began an ambitious scheme for the port's development, and since that time its progress has been astounding. It is noteworthy that steam navigation with America commenced in 1847, when two paddle steamers, owned by the Ocean Steam Navigation Company of New York, inaugurated what grew into the transatlantic services. The approximate amount of tonnage which entered the port during that year was 300,000 tons, while last year, 1925, the gross amount of shipping entering the docks was 13,868,032 tons. To give some idea of the development of the port, the tonnage using the port today has increased by 485.2 per cent since 1892.

One great advantage Southampton possesses over other British ports is the state of the tides, making it possible for a vessel of the largest tonnage to glide safely into dock at any hour of the day and night. There is only 13 feet difference between high and low water. Being thus favored by nature the Docks Management has created a highly efficient electric lighting scheme to enable the work of loading and unloading to be carried on throughout the night in cases of emergency. Also there are 42 miles of railway in the docks, linking up all jetties and sheds with the main lines running all over England. No item for the efficient working of the port has been overlooked by the authorities, and although the crane facilities were considered to be the finest in the country, yet a huge crane of 150 tons lift has recently been installed.

New Floating Dock

Besides the graving docks, which will take almost the largest ships afloat, there is the new floating dock with a lift of 60,000 tons, capable of picking up the Leviathan out of the water completely in four hours. Added to this spacious accommodation, a commencement is to be made almost immediately on a new set of docks and jetties adjoining the present estate. Costing no less than £10,000,000 five ocean jetties are to be constructed, each one capable of housing two of the biggest ships afloat on one side, facing oceanwards, so that vessels can steam alongside much like a train coming into a station. Also two more graving docks are to be built, each of sufficient size to dock the Leviathan. Neither is this extension planned to cope with greater passenger service alone, for the authorities are now ambitious to make the port of service to all classes of merchandise and for manufacturers. Behind the new jetties will be ample ground for dozens of factories, and there is little doubt that in future years Southampton will become a large manufacturing center.

Unusual Scene at Southampton Docks



Permission of the Southern Railway

Five of the World's Largest Ships and the Cream of the British Passenger Service in Port at the Same Time. From Left to Right They Are: Mauretania, Berengaria, Homeric, Majestic and Olympic.

ATHLETICS HAVE ECONOMIC VALUE

Industrial Concerns Now Make Much of Organized Sports Clubs

By MRS. V. M. CAMBRIDGE
Hon. Editor British Olympic Journal, President Middlesex Ladies' Athletic Club and (Late) Merchandise Supervisor Selfridge & Co., Ltd.

Special from Monitor Bureau

LONDON.—The last 20 or 30 years have resulted in a tremendous athletic emancipation in industry. Employees have shown a greater interest in sport and employers a greater appreciation of its value as an economic factor in the world of commerce.

Nowadays every large state and industrial concern has a well-organized sports club, usually under the direction of one or more trained sports secretaries, most of whom are varsity men or women of outstanding athletic ability. At first considered an expensive luxury, these men and women have since proved that the benefit of their athletic experience and organizing ability is of the greatest value for the general welfare of the employees.

With increased mental and physical development, the value of the employee is greatly enhanced. The paid sports organizer in industrial concerns often acts in the dual capacity of social secretary and welfare worker, this being a service of the greatest value in character building. In such clubs the financial expenditure is looked upon as a sound business investment.

Age of Specialization

The present age is one of specialization and the mediocre is no longer "good enough." Nowadays things must be done well and with this in view some of the large distributing houses employ, as permanent staff, professionals in various branches of sport, either to sell their sporting goods or to give lessons to their customers. These professionals have undoubtedly improved the game of the average player of golf, tennis, hockey, or whatever sport it may be, and their advice in the choice of gear is invaluable.

The development in all kinds of snow and ice sports is most marked in the post-war years. Each season more and more people of the working classes go out to Switzerland to skate, ski, or toboggan, and one of the most interesting phases of this development is the favor a winter sports holiday has found with the industrial or commercial worker.

Ten years ago the young man or woman working in an office, shop or factory habitually went for annual leave to some of the popular resorts on the English coast, and usually during a restricted holiday period when resorts were full and prices inflated. Thanks to the enterprise and forethought of one or two of the big commercial concerns, experiments were made which have proved successful. Organized parties of workers were taken out to Switzerland in winter, and to Italy in the early spring.

Winter and Spring Vacations

The co-operation of the railways and travel agencies made such trips possible to workers who had never dreamed of going abroad, and the success of the first few trips was sufficient inspiration for the organization of many. These winter and spring vacations have in no small way solved the problem of understaffing during the more usual holiday periods, besides introducing a broader viewpoint into the employees' conception of what a holiday should be.

The part played by industry in the last Olympic Games was no small one. First of all, considerable financial support was given by industrial and commercial business men to the British Olympic Association, enabling it to send out a team worthy to represent Great Britain. Secondly, many of the athletes who represented this country were the employees of the country's big business concerns. It is a credit to industry that this was so, and in the games of 1928, industry will no doubt again play no mean part.

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For Home and Foreign Markets

BRITISH BANKS VIVIFY TRADE

Return to Gold and Funding of Debt Have Great Stabilizing Value

Special from Monitor Bureau

LONDON—Nothing has done more to build up British trade throughout the world than the assistance given to enterprise by the British banking system. Charges have often been brought that the British banks are slow and do not keep pace with the times. The best answer lies in the way they stood the shock of the World War, the era of inflation which followed it and the black years of depression that followed inflation's trail.

Bankers of almost all other nationalities will privately admit that in the sphere of the international exchanges and world finance the bankers of England set the pace for all the rest. International trade has been the mainstay of Britain for so many decades that it would be strange if British bankers had not developed the science of exchange more than has been done in any other country. For nearly a century sterling bills of exchange have settled the debts of the world, and even the critical years of the war and the period of unsettlement that followed were unable seriously to damage sterling's relative position of importance.

Return to Gold Standard

During 1925 the British banks were called upon to assist, in connection with the Bank of England, in the return of Britain to the gold standard. There was wide difference of opinion in many business and academic circles over the wisdom of this step, but sufficient time has now elapsed to show that the wisdom of this step has been amply proved. Next to the funding of the war debt to America, the return to gold has been the most important financial measure adopted in Britain since the war.

Both steps were of incalculable value in restoring the world position of British currency and in encouraging other countries to put their finances in order. England's action in returning to gold was quickly followed by Australia, New Zealand and South Africa, as well as by Holland and the Dutch East Indies, so that it is not too much to say that Britain's lead, after America's, was the main step leading world finance back to a solid and sane basis.

Banking System

Aside from the financing of domestic business, it is probable that the most important service rendered to Great Britain by its banking system concerns the machinery which the banks provide for making available the wealth earned through invisible exports. The importance of this function will be realized from the following figures: The Board of Trade returns for 1925 show that Great Britain had a shrinkage of exports of £28,000,000, an increase of imports of £45,000,000, and a total unfavorable balance of imports over exports of £385,000,000. This seems a huge figure to be overcome by the items entering into invisible exports, but the fact is that it was overcome with a favorable balance of £28,000,000, which thus became available for foreign investment.

Thus, through interest on money invested abroad, shipping freights, insurance premiums, commissions and banking profits abroad, Great Britain overcame this adverse balance with a comfortable margin to spare.

The development of banking in England has followed lines materially different from most other countries. There are five very large institutions popularly known as the "Big Five." Altogether these five and five smaller banks make up the 10 banks belonging to the London Clearing House.

The system which appears to work best in England consists of a small number of very strong banks, the larger of which have many hundreds of branches scattered throughout the United Kingdom and affiliations with foreign banks having branches in every part of the world. Great Britain is a compact, small country, with the world's best transportation system and excellent communications of every kind, so it has been possible to organize the branch bank system in a way assuring satisfaction such as would be found in few countries. The result has been that every business enterprise has at its command the service of banks with practically unlimited resources.

PLYMOUTH LINKS TWO CONTINENTS

Port of Historic Memories, Closely Connected With Big Deeds in England

PLYMOUTH (Special Correspondence)—Plymouth claims the distinction of being the most picturesque British seaport. It is certainly one of the oldest and most historic of English ports, and from earliest times has always been intimately connected with the fortunes and overseas adventures of Englishmen. One expedition which forms a link of affection between the American and British people was the final sailing of the Mayflower from Plymouth. The founding of the town of the same name in New England by the Pilgrim Fathers is a constant reminder of this link between the two countries.

While Plymouth cannot be ranked among the great ports of England today, yet for the past 400 years it has retained a place of relative importance in trade and commerce. The port is making some progress under the care of the Great Western Railway, which owns the docks, especially by enticing the great Atlantic liners from America to make it the first port of call, whence passengers can be taken by special train to London at a saving of nearly a day. Approximately 7,575,000 tons of shipping used this port in 1925.

The docks consist of an outer harbor of about 30 acres, entered direct from the sound, and an inner basin of about 13 acres. While the larger liners anchor and unload passengers and mails in the outer harbor, vessels of smaller tonnage, especially cargo ships bringing grain and other produce from South America and the East, are taken alongside the inner harbor jetties. The train facilities from Plymouth docks to London are remarkably good, a journey of 227 miles being made under four hours.

Besides being a commercial port, Plymouth has also historic connections with the British Navy. At Devonport, adjoining the Milbay Docks, is the second naval base in England, where many of the largest modern battleships have been constructed. This naval link has been handed down from earliest times in sea warfare, and it was from this port that many warlike expeditions left British shores. Even during the late European war, Plymouth was the operating base of the United States anti-submarine forces.

In flying, Plymouth has also a memorable link with America. Near the tablet on the Barbican which commemorates the final sailing of the Pilgrim Fathers to New England, is a record of modern interest, telling the world of the famous exploits of the United States airmen in seaplane NC-4 which flew across the Atlantic in May, 1919.

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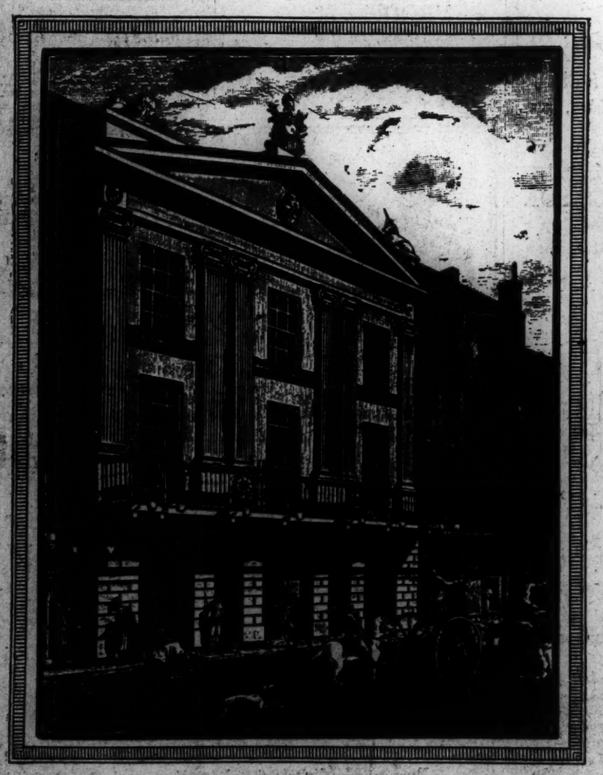

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ST. PAUL'S, FROM ST. MARTIN'S-LE-GRAND
The Site of the New Post Office, 1815
Engraved on wood by W. Thomas Smith from a print in the Guildhall Library.



TUDOR STREET THROUGH THE TEMPLE ARCHWAY
From a pencil drawing by Fred Pegram.



DRURY LANE THEATRE, AS NEWLY FRONTED BY ROBERT ADAM FOR GARRICK
Engraved on wood by W. Thomas Smith from a print in the Guildhall Library.

The Observer.

1791 1926

The British Sunday Newspaper with a Record of One Hundred and Thirty-five Successful Years

THE OBSERVER is more than a periodical. It is a British institution. It is recognized at home, abroad, and especially in America, as standing for those ideals of national and international progress which come before all consideration of parties, governments, or individual statesmen. By these it judges all policies and movements as they arise. No paper has a stronger or finer tradition.

The Observer has flourished upon its independence, practical idealism and transparent public spirit. Its prosperity and reputation have never been higher than they are today and the patronage accorded it by subscribers and advertisers has never been more generous.

A great newspaper both records history and makes it. A review of the files of The Observer will show that it has been so intertwined with the history of the past century and a half that the two can with difficulty be separated. The Observer has stood for many "forlorn hopes" in its long career, but it has lived to see most of them gloriously triumphant.

The Observer As a Newspaper

The news columns of The Observer are a complete picture of the events of the week, fully and impartially recorded. Nothing a well-informed person would want to know is lacking in these alert, varied and companionable pages. For that reason thousands of people, some of them in the most remote parts of the world, depend upon the paper for their knowledge of the affairs of the world. Its correspondence, by mail and cable, from America, France, China and Japan, Germany, Ireland and elsewhere, is a concise, vivid and informative guide to events in those countries.

The financial pages of The Observer are recognized as among the most dependable and conservative of any paper, while no other paper gives completer news concerning athletic events and sport.

The Observer As a Cultural Guide

The pages of The Observer devoted to literature and the other arts are admittedly in a class by themselves. Its departments devoted to fiction, non-fiction, poetry, art and artists, music and musicians, the theatre, science, and the universities are all in charge of recognized experts, men and women whose names command instant attention to whatever they write. The signatures of such writers as J. C. Squire, St. John Ervine, P. G. Konody, A. H. Fox-Strangways, Arthur Machen and many other well-known names are regularly seen in The Observer.

A Famous Editorial Page

For a great many years, thousands of people have been accustomed to look to the editorial page of The Observer for information, advice and guidance. It is written with a most profound sense of the responsibility entailed by the confidence of readers all over the world. During the war and in the making of peace, and later during the years of reconstruction and rehabilitation, this page has sought, and generally with success, to help in guiding the world policy of Great Britain and of the British Commonwealth of Nations along the path of understanding, reconciliation and world peace.

Since 1908 the editor of The Observer has been J. L. Garvin. Mr. Garvin's article, devoted to outstanding public questions of the hour, is the foremost feature of the page each week. The Observer's leading articles are articles that lead. Leadership responsibility are the keynotes of its comment.

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The Observer has the courage of its opinions and they are expressed in straightforward and decisive writing. Its editorial page has ranked it among the first few of the world's organs of opinion. In the whole of British journalism no page is more widely or attentively read.

The Observer and America

Americans who are not familiar with The Observer can have no clear appreciation of it without the opportunity of examining a copy. Although published on Sunday, it is of a character quite unfamiliar among the Sunday papers of America or other parts of the world. It is a unique combination of a newspaper and weekly review which presents the news of all that is best in the world in the best possible manner. As such it is welcomed each week by a growing circle of readers in the United States and the other English-speaking countries.

All whose faith lies in progress and whose interest is in the larger developments of our time will find The Observer indispensable to their equipment.

The Observer is the invaluable ally of everyone who wishes to understand and to forward, in the light of reason and co-operation, the making of the world of tomorrow.

The Observer

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AFTER-THOUGHT

Still glides the Stream, and shall for ever glide;
The Form remains, the Function never dies;
While we, the brave, the mighty, and the wise,
We men, who in our morn of youth defied
The elements, must vanish;—be it so!
Enough, if something from our hands have power
To live, and act, and serve the future hour;
And if, as toward the silent tomb we go,
Through love, through hope, and faith's transcendent dower,
We feel that we are greater than we know.
—*Wordsworth*



ROYAL MAIL STARTING FROM POST OFFICE IN LOMBARD STREET, 1827
Engraved on wood by W. Thomas Smith from a print in the Guildhall Library.

INDUSTRIAL OUTLOOK GROWS MUCH BRIGHTER IN BRITAIN

Many Thousands More Working Today Than in 1914—Country With 3 Per Cent of World's People Owns One-Third of World's Shipping

Special from Monitor Bureau

LONDON—It is conceded by all students of business conditions that Great Britain is distinctly on the upgrade industrially. At the beginning of this year, conditions were seen to be rapidly changing for the better. Employment was increasing week by week, the cotton textile industry believed that the stabilized price of raw cotton would again bring into the markets of Lancashire orders that had been hanging fire for two or more years, large orders for rolling stock and general equipment were being placed by British railways, and there was that general feeling of impending improvement which is recognized as a definite sign that business will probably be materially better.

All the promise of the first of the year has not been realized in the first five months of 1925; nevertheless, unemployment has gone down steadily, until it is now under 1,000,000, the first time this figure has been reached in several years, with the exception of two weeks in 1924. In comparing British unemployment figures for various years it must be borne in mind that while the figures seem very large compared with prewar normal years, it is still true that there are many more people employed in Great Britain today than in 1914.

Emigration Has Almost Ceased

In the prewar years emigration absorbed the surplus population over and above the ability of British industry to employ increasing numbers from year to year, but for a variety of reasons emigration has almost ceased since the end of the war and a large part of the unemployed today represent men and women who, in the ordinary course of things, would have gone to America, Canada, Australia or elsewhere out of Great Britain, if it had not been for the disorganization due to the war.

The heavy industries of Britain are gradually recovering from the depression of 1919. Opposed to this slowness of improvement may be cited many lighter industries which are very busy and prosperous, and which in the aggregate employ so many workers at good wages rates that they offset, to a rather surprising extent, the dullness in the heavy trades.

It is difficult to make a sweeping statement of the situation, due to the fact that in almost every industry, however depressed, there are always a few efficiently run plants that are able to prosper, but in general it may be said that while coal, iron and steel, shipbuilding, cotton and woolen textiles, shipping and engineering have been experiencing quiet times, such other industries as automobiles, chemicals, railway equipment, textile machinery, food products, high-grade cotton goods and the better grades of woolen clothing materials, high-grade steels, pottery, candy and preserves, chocolate, soap, and a number of lesser industries have been consistently busy and are meeting competition throughout the world.

In the items of international trade going to make up what is called the invisible balance of trade, Great Britain still leads the world. British banking, insurance, investment securities, and shipping still hold the field against all competitors. While it is true that shipping has been depressed all over the world it should not be forgotten that Great Britain, with only 3 per cent of the world's population, owns more than 30 per cent of the world's ships and that while world trade is today on a lower level of aggregate quantities and values than it was in 1914, the share which the British hold in world trade is greater than it was in that year.

Trade Position

In all discussions of Britain's international trade position there is a tendency to overestimate the importance of the industries exporting goods and underestimate those which export services. Thus banking, finance, insurance and shipping have gone steadily ahead bringing wealth to Britain, although in the nature of things this is not so spectacular and obvious as would be the export on a large scale of cotton cloth, locomotives and other manufactured articles.

For a considerable time after the war it was found necessary by the Treasury and the Bank of England to place rather strict limits on the amount of foreign financing that could be done in the London money market. This step had to be taken because the return to the gold standard made it imperative that an unfavorable dollar exchange rate be prevented from drawing gold from London to New York. After a few months it was seen that the measures taken to protect sterling exchange had served the purpose for which they had been devised and the loan embargo was withdrawn.

Since free offering of foreign investment securities has again been allowed, the supremacy which since 1914 New York had held in the field of supplying investment capital to other countries no longer continued. New York is still the largest distributor of new capital to other countries because of the enormous gold stocks which accumulated in America during and after the war, but London is able to bid on any loan offered and, in the opinion of many investment bankers, has already lowered the rate which borrowers must pay for their accommodation.

Many borrowers who before the war had had relations with London banking houses are again turning to London. There is an increasing volume of inquiries for funds and it is obvious that London's ability to resume its old-time place as a world center for investment capital will be limited only by the ability of the British people to continue to provide a surplus of savings over their living requirements and such expenses as that for the service of the American debt. For 1925 this amount was believed to be £28,000,000, but with the gradually improving state of trade this figure should be considerably bigger this year and in the immediate future.

It is extremely difficult to give an estimate of the total amount of British overseas investment, owing to the long decades over which they have been made and to the readjustments that were made during the war years to obtain funds and supplies in America and elsewhere. In 1910, Sir George Paish, after a comprehensive study, came to the conclusion that the total of overseas investments was £1,554,000,000, of which about one-half was in the British dominions and in India. It is probable that allowing for war losses and additional investments made since 1910, the total present value of overseas investments is now about £4,000,000,000, of which one-half are in British territory. In the period 1919-25 new overseas capital flotations in London totaled £750,000,000, of which £415,000,000 went to British lands.

In 1925, although it is estimated that there was a free investment surplus of only £28,000,000, a total of £87,750,000 was raised for investment overseas, of which India took £3,500,000 and other parts of the Empire £54,000,000.

British Capital Develops Wealth of Newer Countries

Socialist Charge Against Rich Men Answered by Publication of Lengthy List of Stockholders of 25 Companies

Special from Monitor Bureau

LONDON—British capital has been a fertilizing element in the development of newer countries for centuries, and it is common to read or hear that so-many million sterling has been placed by British investors in Argentina, Canada, the United States and elsewhere. The methods of advertising investment securities and the general conservatism that surrounds all forms of finance in London make rather astonishing, however, the following compilation showing the number of shareholders and the average holding of investors in 25 well-known British home enterprises.

Control of Enterprises

No plainer evidence of the fact that it is the general public and not a few very rich men who control these big British enterprises could be given than the following list, which was compiled by the Liverpool and District Economic League as an answer to Socialists who attack the capitalistic system.

AN IMPOSING LIST

Company:	Paid-up capital, etc.	Number of holders	Av. am't of holding
Midland Bank	£11,976,890	57,250	£209
Lloyds Bank	14,372,956	55,668	258
Natl Provin. Bk	9,479,416	41,603	227
Westminster Bk	9,051,718	69,882	130
Barclays Bank	15,592,372	51,011	306
Bk Liverpool & Martins, Ltd.	2,348,000	11,300	208
British Dom. Ins. Co. Ltd.	1,092,896	3,500	312
Pruden. Ins. Ltd	1,200,000	5,353	224
Royal Ins., Ltd.	2,239,772	11,100	200
Phœnix As. Ltd.	1,005,000	8,179	123
Cunard SS. Ltd.	10,956,189	27,100	404
Peninsular & Oriental Stm. Nav.	6,632,518	9,997	663
Mersey Docks & Harbor Board	32,644,000	42,240	773
Courtaulds, Ltd.	20,000,000	43,826	456
Thomas Tilling Ltd.	608,848	2,500	243
Vickers, Ltd.	23,929,290	73,382	326
John Barker & Co.	2,380,000	12,253	194
Harrods, Ltd.	5,915,000	33,253	178
Selfridge & Co., Ltd.	3,114,566	18,000	173
J. Lyons & Co., Ltd.	6,345,838	25,834	245
Liverpool Gas	3,163,000	6,254	506
London, Mid. & Scottish Ry.	406,429,175	308,028	1,319
London & North Eastern Ry.	364,871,121	252,961	1,442
Southern Ry.	148,000,000	90,000	1,644
Gt. Western Ry.	146,394,466	135,108	1,087

Most of the names in the above list will be familiar to readers all over the world, but a few may not be. Mersey Docks and Harbor Board are the proprietors of the Manchester Ship Canal, a great canal equipped with warehouses and everything needed for a modern inland port. It was built by people in the north of England who had faith in their district and especially in the city of Manchester, and has abundantly justified the hopes of those who inaugurated it. Courtaulds, Ltd., are the pioneers in the artificial silk industry in England, and have huge plants in various parts of the United Kingdom.

Great London Stores

Vickers, Ltd., are in the engineering and machinery trade and are at present especially engaged in the manufacture of electrical equipment. John Barker & Co., Harrods, Ltd., and Selfridge & Co., Ltd., are three of the great London stores, while J. Lyons & Co., Ltd., are owners of a number of London hotels and a great chain of restaurants.

The comparatively large size of the holdings of railroad shares is mainly due to the fact that many institutions, especially in earlier days, placed their funds in these securities. The smallness of these average holdings is the most astonishing in that the intensive selling of investment securities of the better class has never been carried to such lengths in Britain as in America. The comparatively high economic intelligence of the British middle classes has made it possible for firms seeking capital to appeal direct to the public through the publication of prospectuses, on a form specified by the Companies Act, which gives remarkably complete information concerning the project and any profits which may be made out of it by the vendors.

British economists feel that this large dependence of so-called "big" business on the small investors has resulted in the creation of a class in Great Britain that would be adamant against any changes or experiments with the capitalistic system as now conducted.

SHOE BUSINESS OUTLOOK GOOD

Fine Quality Footwear Preferred by British Buyer —Rubbers Seldom Seen

Special from Monitor Bureau

LONDON—In the boot and shoe trade British home manufacturers have little to fear from outside competition, while in the export trade the sound quality of British boots and shoes has made for them an almost impregnable market. There is a certain amount of American and French footwear sold in Britain, but it is largely in the more ephemeral and passing-style grade of goods. In general, the British Nation walks on British boots.

The British climate probably accounts for the excellence and durability of the boots and shoes made in Great Britain. The quality of leather and of workmanship that would do very well in most countries is utterly unsuited to the British climate, where footwear must undergo sudden changes from wet to dry conditions and where good workmanship has turned out such enduring products that the practice of wearing rubber overshoes, common in America, Canada and other countries, is practically unknown.

It seems probable that the present year will be a very good one for the British boot and shoe industry. Most of the factories are busy and well booked with orders. The industry was in a somewhat stagnant condition in the middle of 1925, but the "Russian boot" movement, which swept the entire country, with the exception of the upper social circles, kept factories working overtime trying to cope with fashion's demands.

Manufacturers at that time, and dealers as well, felt that in view of the suddenness with which the new style developed, it would be unwise to lay in stocks for any considerable period ahead. Since that time a certain fickleness has continued in the styles of women's shoes, making it rather difficult for dealers and manufacturers to plan ahead. At the same time, it is recognized that changes of style make for accelerated business, although the prevalence of a demand for colored leather makes the manufacturers' task like a high-class guessing contest.

Conditions in the leather industry have been rather mixed in Great Britain, as indeed they have been all over the world. Ever since the war the leather trade seems to have been a sort of football of economic conditions, and leather merchants and tanners have found great difficulty in adjusting their prices to the fluctuating price of hides on the one hand and the quotations which consumers were willing to meet on the other.

Another factor which entered into the difficulties of the leather industry was the fact that the prevalent styles in women's shoes, aside from the Russian boot, call for extraordinarily small quantities of leather, while women are also demanding very thin-soled shoes.

A development of great importance both to the leather and to the boot and shoe industries and a development which serves to solidify the already strong position of British boots and shoes in both domestic and home markets is the progress that has been made in the inventing and perfecting of new forms of leather-working machinery. This development has been centered, more or less, in the Leeds district, where new machines have been built, resulting in great economies for both tanners and for boot and shoe manufacturers.

At the moment, attention in the boot and shoe manufacturing industry is centered on the "Quality First" movement. The object is to prove to the public the wisdom, both from the point of view of economy and of comfort, of wearing footwear above a certain quality. A Quality First Footwear Association has been formed and has registered a distinctive trade mark and all boots made which comply with the specifications laid down will hereafter be marked with the association's name.

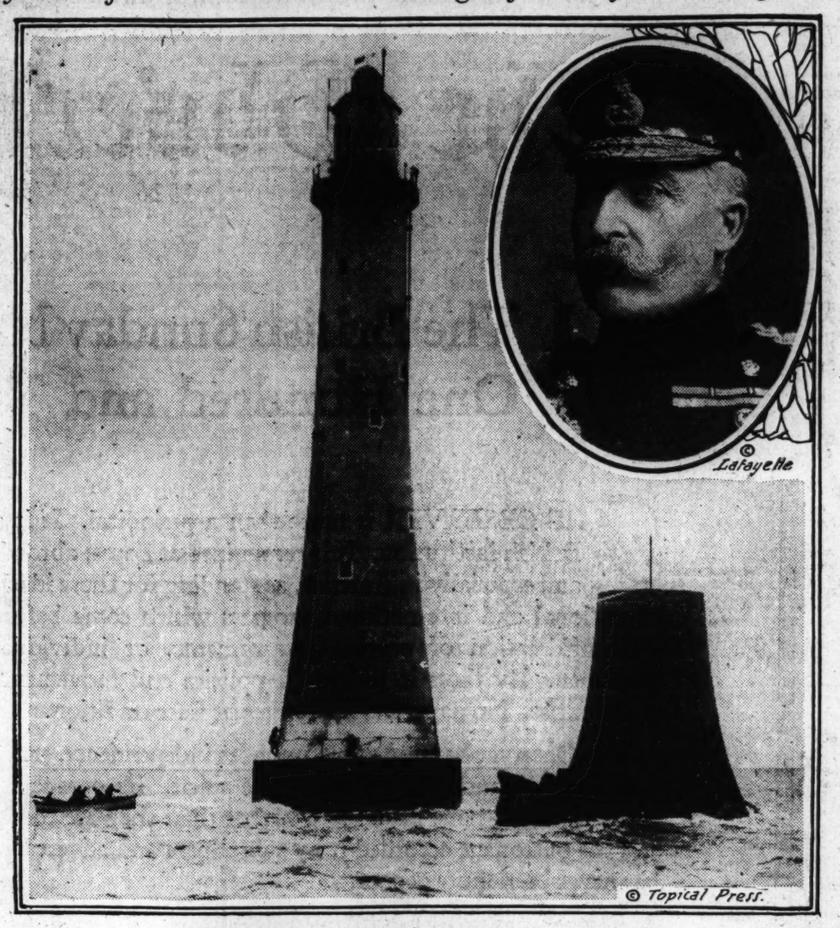
It is felt that, in view of the greater discrimination both men and women are now using in selecting their footwear, this mark of quality and excellence of material and workmanship will be of value both to manufacturer and consumer. It is also felt that as the trend of British products in world trade seems to be steadily away from quantity to quality goods, the new brand will be in the nature of a trade insurance policy.

BRITISH FILMS ENCOURAGED

Special from Monitor Bureau

LONDON—There was recently inaugurated in London the British Empire Film Institute, which has been formed to encourage the production and presentation of British films. It also aims to support films which will portray British life, history and ideals, and particularly those things which have gone toward building up the British Commonwealth of Nations.

Symbol of British Sea Power and Sign of Trinity House Vigilance



EDDYSTONE LIGHTHOUSE. Inset: THE DUKE OF CONNAUGHT

First Eddystone Lighthouse, Built on Rocky Ridge Near Plymouth in 1700 by Winstanley; the Fourth in 1879-82 by J. N. Douglass. Trinity House, of Which the Duke of Connaught is Master, and the King and the Prince of Wales Elder Brethren, Controls All Lighthouses, Buoys and Navigation Marks in Great Britain, and Most Pilots Are Trinity Men.

VOLUME AND VALUE COMPARED IN FOREIGN TRADE OF BRITAIN

Business of Present Day Seen in Relation to That of Period of Higher Prices—Overseas Commerce Holding Its Own

Special from Monitor Bureau

LONDON — Nothing proves the somewhat ribald saying that figures cannot lie but liars can figure, more than the deductions which are sometimes made from the national import and export figures in various countries by people with axes to grind. The Jeremiahs in England point to the decline in the value of the country's exports as sure proof that the country is going to the dogs, and many people, knowing that the figures are compiled by the Board of Trade and are unquestionably accurate, believe them and are depressed in consequence.

The important factor in the figures for this year as compared with last year is this: Quantity is the barometer of trade, but prices are the thing that appeal to the public imagination. In order to know what the real condition of overseas trade is, it is necessary to take into consideration the fluctuation of domestic and world price levels, and then, in a period of falling prices such as the present, calculate the value and quantities of the present time with the values and quantities of the period when prices were higher.

This is exactly what the Board of Trade has done with the foreign trade statistics for the first quarter of this year and the first quarter of 1925. They show that when figured on the values that prevailed last year, the exports and imports so far this year have been practically the same. Inasmuch as British trade largely depends for its prosperity on low prices of raw material, and as prices are unquestionably coming down, as shown by the wholesale price index figures and by the cost of living index, which is now the lowest since 1918, it is clear that British overseas trade is holding its own in a far greater degree than the pessimists would have it.

The following quotation from the British Board of Trade Journal for April 22, 1926, makes the situation evident:

"We give a comparison of the results arrived at by calculating the quantities of the imports and exports in the first quarter of 1926 at the average values of the same description of goods in the first quarter of 1925. These results enable us both to compare the volume of trade in these quarters, eliminating the factor of price changes, and to estimate the average price changes which have taken place in the interval.

"The calculation yields the following results:

Jan.-Mar.	As declared. Million £	On basis of '25 values. Million £	Trade of 1925 as declared. Million £
Total imports	321.4	349.1	352.0
Exports (U.K. goods)	189.6	205.3	208.7
Exports of imported goods	37.0	37.8	39.9

"These figures show that, compared with a year earlier, there was a small reduction in the volume of our imports and exports. The reduction in the volume of imports works out at 0.8 per cent, in that of exports of United Kingdom goods at 1.6 per cent, and in that of exports of imported goods at 5.4 per cent. It should be remembered, however, in making this comparison that the volume of trade in the first quarter of 1925 was at a higher level than that of the complete year 1925, and also marked a substantial advance on the volume of trade in the first quarter of 1924."

Trinity House Corporation Goes Back to Alfred's Time

Guardian of British Coasts and Waterways Was Started to Stop Evilly Disposed Persons Showing False Lights

Special from Monitor Bureau

LONDON — The Corporation of Trinity House, which has its headquarters in London, is well-known the world over to all those who go down to the sea in ships. Insuring their safety, as far as human prevision can do, that is the corporation's business and in this important work it holds pre-eminence as the greatest of all authorities, being the most ancient of them all and the model for the rest in matter of proficiency.

Trinity House, as the corporation is generally called for the sake of brevity, has a long arm. This reaches all round the coasts of Great Britain, embraces the Channel Islands and extends as far as Gibraltar. Within this extensive area Trinity House is the supreme navigational authority. It runs the lighthouses, buoys the channels, lays down the navigation marks and licenses most of the pilots. There are approximately 1000 people in its employ and all of them are engaged some way or another in lessening the risks incidental to seafaring. Every American traveler who visits Europe is dependent upon Trinity House for reaching harbor safely on the other side.

Pilots are Trinity Men

The warning lights which flash out indicating danger points to be avoided as a ship makes her way up the English Channel are, for the most part, maintained by the corporation, so are the light buoys, the bell-buoys and the beacons which mark out the right track for a vessel to follow. The pilot who takes the ship into port, if the port be British, will be a Trinity man.

As befits its standing in a country whose fortunes rest upon seapower, Trinity House enjoys a high prestige. To be one of its Elder Brethren is an honor that falls only to the most distinguished men in Britain. Peerages, baronetcies and knighthoods are of small account in comparison with it. The Elder Brethren wear a distinctive uniform and have certain privileges, one of which is to precede the King in their yacht and act as pilots to him when he goes to sea. In practice this privilege is only exercised on ceremonial occasions, such as naval reviews. But whenever King George reviews his fleet the royal procession through the line of ships is always led by the Elder Brethren in their yacht Irene.

King Is Elder Brother

His Majesty's name stands at the head of the list of Elder Brethren, as it does at that of the list of officers of the Royal Navy. The Duke of Connaught is Master of Trinity—that is principal officer—whilst amongst the Elder Brethren are the Prince of Wales, the Earl of Balfour, the Earl of Selbourne, the Earl of Rosebery, the Earl of Oxford and Asquith, the Marquess of Crewe, Prince Arthur of Connaught, Winston Churchill and Lord George Hamilton. Capt. Sir S. H. Acton Blake is the deputy master. There are Younger Brethren as well as Elder Brethren, but the latter have only voting privileges at the election of master and so on.

The history of Trinity House goes back a very long way, as far as the days of Alfred the Great, say some authorities. We do know, however, that in the reign of King John there was founded in London "a corporation of godly disposed men for the suppression of evil-disposed persons, bringing ships to destruction by showing false lights," and the members of this corporation "bound themselves together, in the love of Lord Christ and the name of the Trinity Guild, to succour from the dangers of the sea all who were wrecked upon the coast of England, to feed them when ahungered and athirst, and to build proper lights and beacons for the guidance of mariners."

Like many English organizations, Trinity House was religious in origin. Henry VIII gave it a charter, in which he styled it "The Guild of Fraternity of the Most Glorious and Indivisible Trinity," and provided it with a chaplain to "pray for the safe estate of the King and his most true consort Queen Katherine." This was in 1524. At the same time, Henry VIII gave Trinity charge of his newly established naval dockyard at Deptford in the Thames. In fact, for a long period the corporation had a big say in naval matters. Until the middle of the nineteenth century it examined all navigating officers for the navy. Now, however, its part in naval affairs is confined to providing nautical assessors to sit with judges in the Admiralty courts when cases concerning shipping are being hard there.

HULL A GREAT SHIPPING CENTER

Ranks Third in Value of Trade in United Kingdom

HULL (Special Correspondence)—Hull is the principal and natural port of collection and distribution for the requirements and products of a populous hinterland, in which live nearly 12,000,000 people. The total value of goods imported and exported at the Hull docks during 1924 was £121,186,307, thus in value of its trade, as shown in the Board of Trade returns, Hull ranks as third port in the United Kingdom.

The coal export, over 6,000,000 tons in 1923, is drawn from nearly 400 collieries in the Yorkshire and Midland coalfield.

Other exports are bale goods (cottons, linens, woollens, worsted, etc.), earthenware, iron and steel, rubber, oilcloth, paints, chemicals, fertilizers, oil and railway material.

The imports are grain and oilseeds (including soya beans and palm kernels), timber, wool, fruit, frozen meat, provisions, iron, fuel, oil, motor spirit, ores and raw materials of all kinds.

The accommodation provided for this huge traffic includes some of the finest and best equipped docks in the country, a riverside quay, accessible at any state of the tide, and a deep-water pier (another of which is shortly to be constructed) for the importation of oil and motor spirit in bulk, of which Hull is one of the chief importing points. Ample accommodation in the shape of enormous wool sheds have recently been erected to handle the port's wool trade.

The docks cover a total water area of 236 acres, with a river front of seven miles, and are equipped with handling appliances of the most up-to-date character, and possess large warehouses, rail connections, and transit sheds, while, in addition, there is a grain silo with a capacity of 40,000 tons of grain.

Hull is not only a great distributing center; it is the home of many industries. Shipbuilding and ship repairing have long been a staple industry of the port. Hull receives annually about a half of the total imports of oilseeds into the British Isles.

Other industries include iron and steel works, paint and color works, the making of milling and other machinery, marine engines, cement, ropes, leather, flour, confectionery, etc.

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TEXTILE LEAD NOT IMPERILED

Experience With Power Soon Enables Britain to Outdistance Competitors

Special from Monitor Bureau

LONDON—The manufacture of the better grades of textile machinery may practically be called a British monopoly. In no other country has the manufacture of this highly specialized, but vitally necessary, form of mechanism been so highly perfected. British experience in the textile trades since the introduction of the power loom far outdistances any competitor, and it is perhaps natural that the knowledge which has been thus acquired should be turned to advantage in the development of constantly improved mechanisms.

The activities which now characterize the textile machinery industry seems likely to continue for a long time to come. All over the world textile mills are behind in replacements and repairs. It is well known that in many places machinery is being run until it is worn out beyond hope of repair and that in some countries, notably India and China, inexperienced workers are employed who deteriorate the plant equipment at an extremely rapid rate.

All this makes for a constant stream of orders, not only for new machines but for parts and repairs, to the British plants which specialize in this form of engineering. Even in Great Britain the mills, owing to the depressed state of the textile trade, have not been able to keep up their repairs and renewals at a normal rate.

It is a somewhat amazing fact that whereas the population of the world is constantly increasing, it is doubtful if there are as many cotton spindles in the world today as in 1914. It is known that in Russia, which prior to the war was gradually expanding its textile industries, the mills are in a very low state of efficiency, with much machinery that will never again figure in production.

One of the best customers of the British textile machinery manufacturer during the past 18 months has been the Russian buyer. Russia is entirely without domestic means of replacing its worn-out or destroyed textile machinery and must come to England for it. A very considerable amount of such machinery has been shipped to Russia.

There has been some uneasiness expressed in England that in exporting textile machinery competitors were being equipped for competition later on with the textile industries of Lancashire. A more careful study of the question has shown that such fears are unfounded and that there is little likelihood of England's textile supremacy being disturbed. Inasmuch, therefore, as textile machinery represents a very high proportion of labor value in its exports and commands a high price because of its acknowledged quality, it is one of the most valuable elements of Britain's industrial output.

BRADFORD THRIVING CENTER OF BRITISH TRADE IN WOOL

West Riding of Yorkshire Has Led Empire Since Eighteenth Century in All Phases of Wool and Cloth Business and Manufacture

BRADFORD (Special Correspondence)—The origin of the wool industry is lost in antiquity, the earliest historical records and literature containing references to wool washing, spinning, and weaving. Although eclipsed in importance during the nineteenth century by other industries, the Woolsack, on which the Lord Chancellor still sits when presiding over the House of Lords, reminds us of the important part played by the wool industry in the development of England. In fact, from the twelfth to the nineteenth century it was the premier industry, and in the Middle Ages three-quarters of the revenue of the country was derived from wool and wool cloth.

In the year 1454 Parliament declared: "The making of cloth within all parts of the realm is the greatest occupation and living of the poor commons of this land," and later, in 1607, Camden described English cloth making as "one of the pillars of the State." At the beginning of the eighteenth century, records show that the annual exports of wool fabrics exceeded £3,000,000, or nearly one-half the entire export trade of the country.

Although, prior to the eighteenth century Norwich was the chief seat of English cloth making, early writings record that such towns as Halifax, Leeds, and Bradford were producing a large proportion of the cloth made in England, and it is interesting to note that in 1642, during the Civil War, Bradford Parish Church was hung with wool packs to protect its tower and walls from the cannon fire directed against it by the forces of the Duke of Newcastle.

West Riding Takes Lead

The eighteenth century witnessed the West Riding of Yorkshire assuming the lead in cloth making, and the industry was firmly rooted in this locality. A feature of this period was the establishment in various Yorkshire towns of cloth halls. The first of these was erected at Halifax as early as the year 1200, and this was followed by halls at Wakefield 1710, Leeds 1711, Huddersfield 1766, and Bradford 1773. The ringing of a large bell was the signal for the commencement of business in the morning, and it was an offense, for which a penalty was inflicted, if any person either asked for or gave the price of a piece of cloth before the market was officially opened in this way. Business for the day was also terminated by the ringing of the bell. These public cloth halls were the forerunners of the many magnificent and spacious private warehouses which exist today in Bradford and other cities.

The wool industry has illustrated with peculiar clearness the different phases of English industrial growth and no industry affords better material for studying the growth and decay of the various economic systems which have operated at different times. In the early days of the cloth-making industry, we see the guild system in operation and the worker owning both the material and the instrument of production. Then followed the clearly defined domestic system, where the worker owned the instrument of production, but the material was supplied to be processed at a given fixed rate per pound or yard and this was done in the home of the worker. The introduction of a more elaborate machinery, driven by steam power, necessitated the change over to the factory system.

New Machine Comb

The introduction into Bradford, in the year 1794, of the machine comb, nicknamed "Big Ben," was the first step in the revolution of the industry, as previously all wool had been hand-combed in cottage houses, while this necessitated the work being carried out in the mills. The first steam factory was erected in 1800 and run with a 15-horsepower engine. The change over from the domestic to the factory system was not effected without much strife and temporary distress to many hand-combers, spinners, and weavers.

The conditions under which these early mills were operated were deplorable. Child labor was used very extensively and children from workhouses and orphanages were farmed out to mill owners, who fed, clothed and housed these unfortunates in return for labor. In many ways, this system was more iniquitous than slavery at its worst in the West Indies, but thanks to the untiring and fearless efforts of several stalwarts of the right, such as are to be found in every age and clime, legislation was enacted which gradually brought about improved conditions.

Child Labor

In 1833 Parliament decreed that no child under 13 years of age should work in a factory for more than 9 hours per day. Today, we rejoice to see carefree children of 14 years of age and upward pursuing their studies at school, but it must be remembered that this law, which still tolerated the inhuman employment of children of tender years for 9 hours each day, was a tremendous progressive step. The same year it became necessary to appoint the first factory inspectors.

Although working conditions are not yet satisfactory in some of the older mills, most employers today strive to provide the best and most pleasant conditions for their employees. Actuated only by the highest motives in this, they have reaped substantial material rewards, and today the most mercenary mill owners are realizing more and more the financial benefits accruing to them through increased and better production as a direct result of the improved and more congenial working conditions provided for their operatives.

Constant improvements in machinery were introduced in the nineteenth century, and such names as Arkwright, Hargreaves, Crompton, and Cartwright stand out as pioneers in the development of textile machinery. Heilmann, Donisthorpe, Lister, and Holden were especially associated with improvements to combing machines, but in 1853 a working mechanic called John Noble took out a patent for a combing machine designed on entirely new lines. This was known as the Noble comb and is the type mostly used in England today.

The inhabitants of the West Riding have continued to show commendable enterprise in coping with changes in fashion and the need for more efficient methods of production, and in addition, have maintained the character ascribed to them when the industry first began to take root here as "a vigorous, thrifty race of people who pursue business with a steady persistency." Research work receives substantial financial support from private firms and is carried out extensively, much valuable assistance being rendered to all sections of the industry. The various manufacturing towns are well supplied with technical colleges where facilities are also provided for research work and where efficient practical training is given to enable the coming generation to maintain or enhance our prestige for the manufacture of textile goods.

Artificial Silk and Wool

The production and use of artificial silk and so-called artificial wool is still in its infancy, but British manufacturers are fully alive to the possibilities, and searching experiments are being conducted to insure the best utilization of these products. Artificial silk is gaining rapidly in favor and is being used extensively, either separately or in conjunction with wool.

Perhaps one of our greatest needs today is for reliable statistics regarding the world's production of wool, consumption of wool and stocks in the various stages of process, and it is hoped that in the not too distant future this question will be dealt with internationally. The recent heavy losses in all sections of the wool textile trade have strengthened the arguments in favor of this but in some quarters the giving of information is opposed, owing to suspicion or fear that others engaged in their particular section of the industry might benefit at their expense. Some openly aver the present highly speculative nature of the wool trade attracts the necessary capital for financing the industry.

Price Fluctuations

At a dinner of the Wool Federation, held in Bradford a short time ago, Colonel Willey, last year's president of the British Federation of Industries, pointed out that, though the peaks and valleys of price fluctuations were thrilling to speculators, they meant unemployment, with its attendant evils to the workers, who were referred to as "the other partner in the industry." Colonel Willey, therefore, urged that any system which tended toward bringing about more stable prices was worthy of earnest consideration by the best intelligence in the industry.

Another pressing need of the wool trade is the adoption of fixed standard qualities, and, although this is bristling with seemingly insurmountable difficulties much good work has been accomplished recently. The British Wool Federation and the Department of Agriculture, Washington, U. S. A., have agreed on standards for several qualities of wool, and the fact that these now may be examined by interested parties in either country should assist traders and tend toward more harmonious business. It is hoped that this step will lead ultimately to the establishment of international standardization.

Development of Bradford

In dealing with the wool industry, special attention is focused on Bradford, or Worstedpolis, as it is universally known. During the last 50 or 60 years its history has been almost unique—a comparatively insignificant town developing into the metropolis of the wool trade. The real energy of the whole industry centers in Bradford, and every country in the world which either produces wool or requires wool textile goods is brought into direct or indirect communication with this progressive city.

It is fitting, therefore, that one of the most prominent and attractive structures should be the Wool Exchange, built in the Gothic style, and the successor of the old Exchange, which was first opened in 1828. Many members assemble on the floor of the Exchange every day of the week, but the bulk of the week's business is transacted on market days, Mondays and Thursdays, when, during the period from 12:30 to 2 o'clock, known as "high change," the floor presents a very crowded and animated aspect, for at these times spinners, manufacturers, and others from the outlying districts and adjacent towns also attend to transact their business.

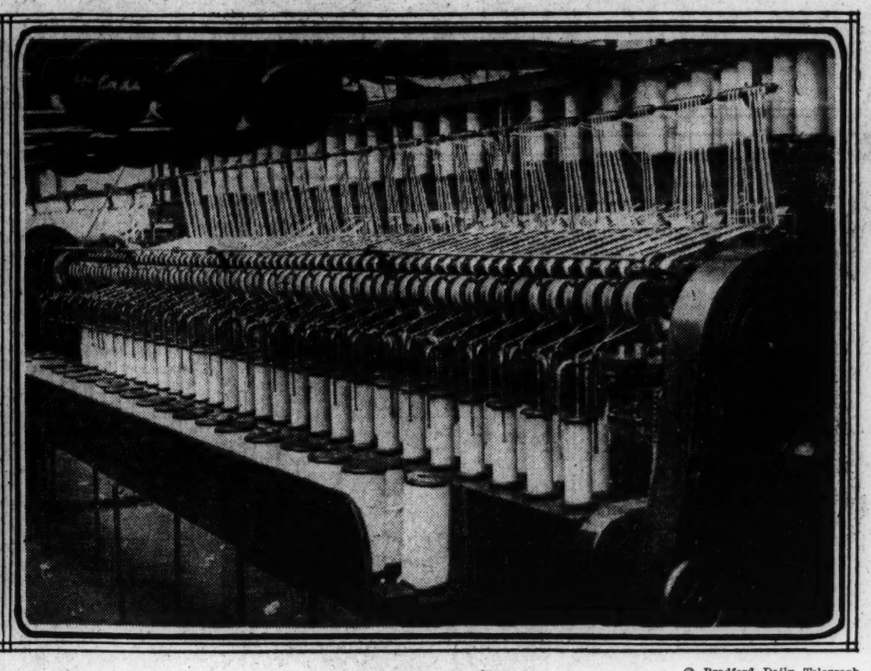
Immense Complexity of Machinery in Modern Woolen Industry Illustrated by Scenes in Bradford Mill



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INTERIOR OF MILL

With View of Some of the Stages Through Which Textile Materials Must Pass.



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WOOL SPINDLES

In a Mill in Bradford, the Principal Seat of English Spinning and Weaving—a Staple Industry.

BRITISH TRADE SHOWS ADVANCE

Gains of 7.6 Per Cent Made in the First Quarter of Present Year

Special from Monitor Bureau

LONDON—Every three months a most illuminative article is published by the Economist, the well-known British banking and business weekly, showing the profits which have been made by a group of 460 companies engaged in all the principal industries of Great Britain. The compilation has just been made for the first quarter of 1926, and it shows a total improvement over the same period last year amounting to 7.6 per cent. The aggregate net profits after payment of debenture interest were £51,691,026 this year, compared with £48,026,891 in 1925.

Great Britain is holding its own in industries which depend upon the enterprise and inter-relationships of the British people themselves, and the industries which lost money are coal, iron and steel, and shipping, all three of which are dependent on world conditions beyond the control of the British trader.

Obviously, a world turn for the better in trade and commerce would vitally change conditions in England. Not only would the industries now losing money take their place in the credit column, but the improved economic condition of the workers in the three losing groups would react tremendously in further benefiting those industries which are now making money.

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BATH

Britain's Historic Spa

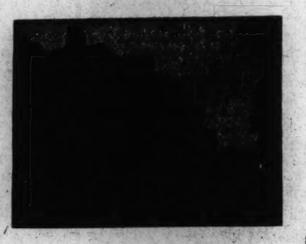
The only Hot Springs in Britain rise at Bath, and here still stand the Roman Thermæ, founded in the First Century, the most perfect Roman Remains in Britain. Bath is *the* Georgian city of England and in its beautiful crescents and squares the famous authors, painters and statesmen of the 18th century made their home.

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Hotel List and all information will be sent on application to John Hatton, Pump Room, BATH, England.





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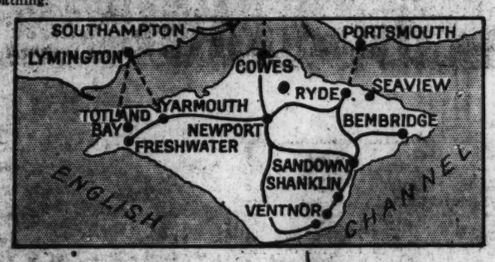
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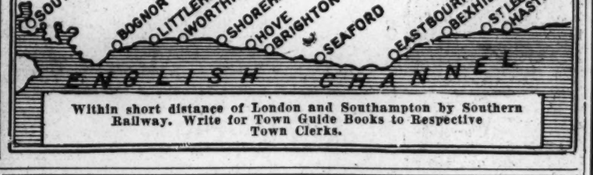
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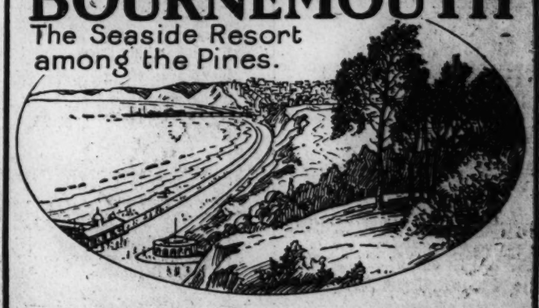
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BOURNEMOUTH

The Seaside Resort among the Pines.

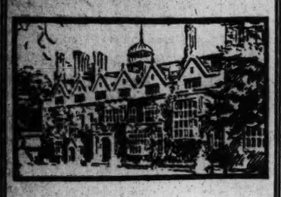


Bournemouth, with its pine trees, flower gardens, picturesque chines and magnificent golden sands, is a resort of exquisite beauty. Its limitless holiday attractions include bathing (double tides), fishing, boating, sea excursions, tennis, golf, bowls, cricket, etc., walks in the Evergreen Valley, trips to the New Forest. Splendid music and other entertainments.

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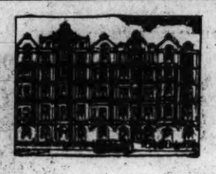
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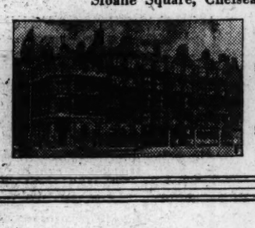
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BIRMINGHAM, ENGLAND

A Few Historic Dates:—

A. D.
868 Danes captured Nottingham.
918 Edward the Elder took it from the Danes.
1068 William the Conqueror visited the town.
1155 Henry II gave Nottingham a charter.
1199 John gave charter granting exclusive privilege of making dyed cloth.
1530 Cardinal Wolsey passed through Nottingham.



1588 William Lee invented the Knitting Stocking Machine.
1642 King Charles I raised his standard at Nottingham.
1767 Hargreaves erects in Nottingham first cotton mill in the world.
1798 Lord Byron succeeded his great uncle.
1859 Blondin visited Nottingham.
1891 H. M. Stanley, the explorer, lectured in Nottingham.
1906 King Edward VII at Wollaton Hall.
1910 Mr. Whitelaw Reid spoke at University College.

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Population 266,400

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THE WESSEX OF THOMAS HARDY
EXMOOR & THE LAND OF LORNA DOONE
COLERIDGE COTTAGE AT CLEVEDON
ABBEYS OF GLASTONBURY, TINTERN & TEWKESBURY
CATHEDRALS OF BRISTOL, WELLS, SALISBURY & GLOUCESTER

ALL WITHIN EASY REACH

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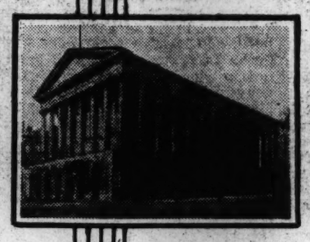
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Hall of Memory, Birmingham



Warwick Castle

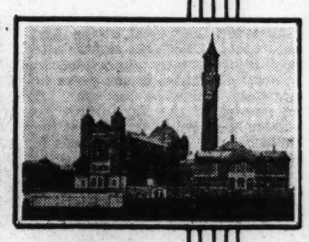
BIRMINGHAM, England's "Metropolis of the Midlands," has rightly been described as the City of a Thousand Trades, for within its immediate confines products of almost every conceivable nature are manufactured—products so varied as motor cars and jewellery, ships anchors and cooking utensils, toys and railway engines, chocolates and pewter, food products and weighing machines, lighthouses and steel pens!

In fact, the versatility of the manufacturing resources of Birmingham are almost illimitable, and it is interesting to recall that the world-wide popularity of some at least of the products is such as still further emphasises the largeness of the City and the peculiarity of its trading ramifications, for apart from the products already named it must be remembered that Birmingham and its immediate environs are England's centre for motor car production as well as for railway carriages and wagons and other locomotive products.

The working of metals, of course, forms by far the greater part of the trading activities of Birmingham, and almost every class of metal work is produced. There are brass and iron foundries galore, particularly on the north-west side of the town, while metal bedsteads, lamps, wire working, steel pens, jewellery and metal work of every description for railway engineering and the motor trade are also extensively undertaken. On the other hand, it is of interest to recall that the Garden City of Bournville can flourish within a few miles of the centre on the southerly side. This strange admixture of trades and environment is only rendered possible by the high altitude at which Birmingham stands—an altitude which effectively divides the glorious scenery of Warwickshire on the south side from the smoke-belching, fire-eating blast furnaces, foundries and factories on the Staffordshire side.

It is this peculiar division that renders Birmingham so interesting to the tourist, particularly if that tourist be of a commercial as well as an æsthetic mind; on the one hand he will have sight and possible inspection of some of the largest and most world-renowned factories in the world, while within equal distance he is in the heart of one of the most romantic and historically-famous districts of England — Warwickshire, with its notoriously beautiful lanes, its Warwick and Kenilworth Castles, its Stratford-on-Avon and Shakespeare country generally, all teeming with interest and fascination to the tourist.

Birmingham—the workshop of the world and the hub of England; its citizens are proud of it, and they extend a hearty welcome to the many visitors who flock to it. Tourists from abroad naturally make it their centre when once they have passed through London itself, for from its boundaries the access is equally felicitous to art or to industry—to scenery or to commerce—and whatever the inclinations of the tourist may be, he or she will find them met with truly remarkable aptitude, in BIRMINGHAM.



The University Birmingham



Corporation Street, Birmingham



Former Memorial Theatre, Stratford-on-Avon

THIS ANNOUNCEMENT

produced by the two churches of Christ, Scientist, of Birmingham, England, in co-operation with the Chamber of Commerce in Birmingham, is inserted in the hope that it will afford interest to readers overseas. Any inquiries regarding the City itself will gladly be answered either by letter or personally, on application to THE SECRETARY, BIRMINGHAM CHAMBER OF COMMERCE, NEW STREET, BIRMINGHAM, ENG.

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Old English Folk Dances Steadily Gain Popularity

Society Formed by Cecil Sharp Fosters Traditional Sword, Morris and Country Dances—Interest Spreading Through English-Speaking World

By DOUGLAS N. KENNEDY

Special from Monitor Bureau

LONDON—The day of the cinema and the radio gives little stimulus to the worker to take up active recreation. It is so easy to slip into a comfortable chair and adjust earphones, or to stroll down to the brightly-lit and inviting entrance of a picture house and see the latest film. And yet recreation, if it is to re-create, must be an active and not a passive affair. There must be doing of some kind, something different from the daily doing, but doing nevertheless.

The forms of active recreation have changed much with the development of industry, and today it is no exaggeration to say that there is only one form in universal use which deserves the name. The universal active recreation is dancing, and it is practiced in town and country alike.

Unfortunately the kind of dancing in which most people indulge is not rich in recreative properties, nor has it, despite that it is the social dance of the day, great social qualities. Yet there are dances available which are truly social in character and which, as a form of recreation, have never been surpassed. The present century has seen in England the birth of a movement which each year becomes more widely known and which extends its influence into the daily lives of an increasing number of people.

The Folk Dance Society

It was on the eve of 1900 that the late Cecil Sharp first encountered a traditional English dance, and the rest of his life is the story of the rebirth of English dancing. It would be hard to find any part of England today where the English dances which he collected are not practiced. They are spreading gradually in the wake of the English tongue to places as far distant from the country of origin as South Africa, Australia, New Zealand, Canada and the United States. But even in England the movement is only in its infancy. The responsibility of furthering it rests with the English Folk Dance Society, which was founded by Cecil Sharp in 1911.

The society is composed of serious enthusiasts who, not content just to dance themselves, must needs have everyone else dancing too. The headquarters of this society is in London, in some part of which, every evening, there are classes of every grade. There are regular evenings for members when the dances are used for social purposes in parties or balls. Frequent lectures and demonstrations are given, and there are trial classes in which the unenlightened may test the claims of their enthusiastic friends. Wherever the society can hire a suitable hall—it has no hall of its own—there is dancing going on.

And it is not only in London that this happens. There are 43 branches in England and two in America, all well established, with independent activities. Half of these were represented at an all-England festival held two days last winter in London. The many-sidedness and diversity of the displays and the beauty and variety of the dancing were astonishing, even to the promoters of the festival.

English folk dances are of three kinds, sword, Morris and country dances. The sword dances and Morris dances are spectacular, requiring a team of skilled and agile men for their performance. The movements are vigorous and athletic, and the members of the team work as one man, inspired by a common impulse. These two types of dance are worthy of the consideration of any man who delights in actively using his limbs and in responding to the rhythm of a strong tune.

The third type, the country dance, is one which men and women dance together, not as isolated couples, careless of others, but as component parts of a larger whole, executing the figures in unison. The movements are easy and natural and the combining of individual couples in this concerted dancing makes it perhaps the best of dances for sociable people.

Individual Tunes

Each dance, no matter of what type, has its own individual and traditional tune, and tune and dance have grown up together to live happily ever after. It is often the tunes which capture, and they give attractive character to the dancing. Beautiful to listen to in themselves, they have already made their mark on much contemporary music. They require good playing, no matter what the instrument, and the dances, if they are to have a fair chance, require good teaching and intelligent treatment.

The English Folk Dance Society owes much of its success to a firm insistence on these requirements, and it exists not only to widen the field for these English dances, but to maintain and raise the quality of the dancing.

There have been rash enthusiasts who, in the fervor of the moment, have thrown themselves into a self-imposed mission to convert the masses to the new faith. The result has always been the same—a flash in the pan and silence. These flashes have been going on here and there during the whole of the society's young life, but never once has it departed from the far-sighted and cautious methods first adopted by its founder.

The members of the society have complete faith in their movement, and while they continue to make converts, happy as themselves, nothing disturbs their faith. As yet there is no outward and visible sign of this society, other than the dancing which goes on under its guidance. The public have grown accustomed to watch, with unaffected pleasure, the country dancing which takes place indoors and outdoors in every part of the country. Every year such an opportunity is given in Hyde Park, where hundreds of folk dancers, from in and about London, come to dance, while thousands watch.

Guards Band to Play

This year, on June 19, Hyde Park will have English dancing again, and with an added attraction, for the Coldstream Guards band is to provide the music, and there will be men dancing the Morris and the English sword dances.

The society has one urgent need, and the movement will be handicapped until this need is satisfied. It needs a building of its own, to which English folk can turn for their English dances, and the society is determined to provide this in memory of its founder. Nearly half the necessary funds have been raised.

At the beginning of June, at the New Scala Theater in London, the society holds its Cecil Sharp Festival, to show these beautiful dances at their best and to give an opportunity to some of the more fortunate members of the community to subscribe to an object which will be of lasting benefit.

At present, the only property occupied by the society is the office at 107 Great Russell Street, London, where the administrative work is carried on, and where inquiries of every kind are received. One day, doubtless, in the not far distant future, a visitor to England will be directed to the Cecil Sharp Building, the headquarters of the English Folk Dance Society.

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ELECTRIC FARMING BECOMES MORE POPULAR IN BRITAIN

One Enthusiast, R. Borlase Matthews, Uses Power on Farm in 67 Different Ways—500 British Farmers Employ It, and Number Grows

Special from Monitor Bureau

LONDON—With the promised development of electric power in Great Britain, it is not surprising to find R. Borlase Matthews, who is an enthusiast on electro-farming, convinced that the future must see electricity applied in manifold ways to the needs of agriculture. Lecturing before the Institution of Electrical Engineers, Mr. Matthews said that, although in other countries nearly a million farmers were employing it, in Great Britain it was still somewhat of a novelty, but over 500 British farmers were using it now, and their numbers were increasing. Over 200 uses for electricity on farms had already been found, and he himself on his 600-acre farm used it in 67 different ways. A farm, says Mr. Matthews, should not be looked upon as electrically equipped unless electricity is put to at least a dozen different uses.

In the early stages the housewife is generally an important advocate for the use of electricity, for she appreciates light for her house, heat for her cooking and ironing, and power for her laundry work. On some parts of the continent Mr. Matthews said it was rare to find a farm without its electric washer, though these were far cheaper and not so good as those turned out in England.

Half an hour a day could be saved in the winter by the feeding of live stock by the aid of a good light. Poultry-house lighting, too, was now a recognized practice and had been proved to give from 15 to 43 per cent increase in egg production during the winter months. The provision of the extra light during the dark days gave the birds ample time to feed, as in the sub-tropical countries whence the domestic fowl originated.

Mr. Matthews said that he had himself obtained new results of commercial importance to the market gardener. Ordinarily, when seedlings were pricked out they appeared wilted on the following day and took time to pick up, but when given electric light at noon they appeared fresh and vigorous and had, in fact, developed nearly a week's normal growth overnight. With six hours' light each night daffodils flowered in four days and narcissi in seven days. In other words, the application of electric light had accomplished three to four weeks' growth in four to seven days. The illumination used was 1000-watt gas-filled lamps in large enameled parabolic reflectors placed close above the plants.

Another application which was still in the experimental stage was the artificial lighting and heating of bees in the early spring. The hives were placed inside the house instead of being kept in the open air, the basis of the idea being that strong hives were obtainable when the orchards were in bloom and that thus an additional 17 pounds of honey per hive could be obtained.

Although the capital cost of the plant for electric plowing was high, said Mr. Matthews, practically unlimited power lay behind the plow. Most successful plants were of large size, capable of plowing up to 27 acres per day, whereas a horse could only plow an acre a day. Although plowing was generally looked upon as a seasonal occupation, it had been found that an electric plow could be kept fully occupied for at least 200 days in the year.

The only electrical method of making silage in England was on his own farm, said Mr. Matthews, and by this method certain acids which the farmers objected to were not generated. The improvement he had made was by putting electric tubular heaters into the mass of the silage instead of using merely top and earth plates. By the latter method the maximum heating was only reached in 24 hours, whereas with the tubular system the load was kept constant during the whole time.

It was of vital importance, concluded Mr. Matthews, that agriculture should be placed on a sound basis, and the question was well worth the serious investigation of the engineering world.

INSTITUTE OF FOUNDRYMEN

Special from Monitor Bureau

LONDON—The annual convention of the Institute of British Foundrymen will be held in London June 15-18. Synchronizing with the convention, an International Foundry Trades Exhibition will be held in the Royal Agricultural Hall. The reception to members and delegates will take place at the Spring Gardens Galleries on June 15, and a banquet at the Hotel Cecil will be given the following evening.

BRITISH AGRICULTURE DECLARED TO BE IN NEED OF MUCH REVISION

Pre-War Methods of Farming Have to Be Considerably Altered in Order to Make It Profitable

Special from Monitor Bureau

LONDON—The farming industry of Great Britain has now reached a most interesting stage in its history. Although many of the effects of the upheaval caused by the war have disappeared, it has become evident that if the industry is to be restored to a sound condition of prosperity, considerable revision of pre-war methods of farming must be made. It is perfectly clear that, broadly speaking, the general systems of farming followed before the war are no longer profitable today. Progressive farmers are adapting their methods to modern requirements, but a large proportion of the farming community are still inclined to look to the state for relief from the many difficulties that have beset the industry of recent years.

This standpoint can, however, be readily understood. During the war period, farmers were forced by legislation to adapt their methods to the requirements of the Nation, and although at that time they were financially recompensed by guaranteed prices for produce, there can be no doubt that official measures caused considerable disorganization of farm routine.

Difficulties Aggravated

Moreover, the repeal of the Agriculture Act of 1920, six months after its passing, greatly aggravated the farmers' difficulties in the years immediately following the war. By the passing of the Agriculture Act, farmers were led to expect that they would receive guaranteed prices for certain classes of their produce for many years to come, and in all parts of the country systems of farming were put into practice with a view to securing the best results from agriculture under such legislation. Thus the repeal of this act was nothing short of a disaster to the farming community.

For these reasons it is hardly surprising to find that a persistent demand for a subsidy from the state for agriculture has been made of late years. From the national point of view, the maintenance of a sufficient area of land under the plow is all-important, and the fact is widely recognized that a prosperous condition of agriculture is not only desirable for the farmer, but is essential to the well-being of the Nation.

Low Price for Crops

Farmers who have allowed considerable areas of their land to go out of arable cultivation of late years have definitely stated that they have been forced to adopt this policy with the greatest reluctance; whilst they have fully recognized the national need for the maintaining or increasing the area of land under the plow, they contend that the low prices obtainable for their crops, together with high labor charges, have left them with no alternative but to lay further land down to grass.

The agricultural problem has naturally provided the subject for the framing of several policies by political parties. Lately much attention has been drawn to Mr. Lloyd George's proposals embodied in a publication entitled "The Land and the Nation." One of the main features in this work is the comparison drawn between agricultural conditions in Great Britain and Denmark. The latter country provides an outstanding example of the results that may be achieved by the pursuit of an efficient agricultural policy. Although Mr. Lloyd George's plans for the reconstruction of agriculture have been subjected to a good deal of criticism, there can be no doubt that the suggestions made with regard to education and co-operation are eminently sound.

Co-operative Methods

Some success has already been achieved by the adoption of co-operative methods in farming circles in Great Britain, but there is at the present time an urgent need for the further development of this system. In particular, improved organization for the marketing of agricultural produce and for the establishment of agricultural credit is required. In most districts farmers have little control over produce markets, while the shortage of working capital on many farms has proved a severe handicap to up-to-date forms of management. In several European countries a sound system of agricultural credit has provided the foundation upon which farming prosperity has been built, but in Great Britain this subject has hitherto not received the practical attention that its importance merits.

Agricultural Education

Apart from the question of commercial organization, it is already becoming evident that agricultural education promises to provide the farmer with the solution to the problem of placing his production on a truly economic basis. Until recent years the British farmer has been inclined to underrate the value of agricultural education. To a large extent this tendency has arisen from a misunderstanding of the possibilities of technical education. During the last few seasons, however, the results obtained from the correct use of fertilizers and feeding stuffs, and the employment of modern machinery, have caused far more attention to be paid to this subject.

It is a remarkable fact that in spite of the financial difficulties that the farming industry has recently undergone, the consumption of fertilizers has steadily increased during the post-war years. There can be no doubt that this fact can only be explained by the increased profits that the farmers have been able to secure by the use of artificial manures. On arable land larger yields have been obtained at a lower cost in all districts by the wise use of fertilizers.

Use of Modern Machinery

The variable climate of the British Isles is, of course, one of the most serious obstacles with which the farmer has to contend. Today he is realizing that the use of modern machinery provides him with a really practical form of insurance against the risks of financial loss entailed by unfavorable weather conditions. The tractor is now being used far more intensively than was the case some years ago. These machines are now being employed all over the country for a wide range of undertakings, including plowing, cultivating, disc harrowing, rolling, harvesting, hay making, mole-draining, and threshing.

Artificial Crop Drying

Engineering has also provided the farmer with further practical assistance by the introduction of the system of the artificial drying of farm crops. By this process hay, corn and other crops may be stacked immediately after cutting and dried in the stack. Thus the farmer is rendered completely independent of weather conditions at the critical harvest seasons. The importance of this discovery to British agriculture can hardly be overestimated.

It can therefore be seen that, although the farmer has had, perhaps, more than his fair share of the difficulties resulting from the disorganization caused by the war, there are already many indications that efficiency in methods of production and in the systems of disposal of produce are likely to bring him equally successful results as those obtained by the adoption of parallel measures in other branches of industry.

WORKERS' TRAVEL ASSOCIATION HELPS PROMOTE HOLIDAY JOY

Industrial Operatives Are Given Opportunities to Visit Groups in Other Countries—Labor Problems Discussed From International Angles

Special from Monitor Bureau

LONDON—To help break down the barriers between people and people, to bridge the gaps, and to assist working men and women—necessarily with small means—not only to have that absolute "change" which makes a real holiday, but to get living contact with comrades in other countries, the Workers' Travel Association was founded five years ago. To minimize the language difficulty—it arranges for group holidays, usually for one or two weeks, with a leader who speaks the necessary languages, and it has centers in various countries—at the moment, in France, Belgium, Switzerland, Italy and Germany, with English or English-speaking hosts. But as far as possible, every feature of the center, including, of course, the food, is typical of the country where it is situated. Meetings and social evenings are arranged at these centers, of which the aim is for guests to meet local sympathizers with literary, artistic, political or other interests similar to their own, or with other points of view which can be discussed. In Paris, for instance, weekly meetings are held at the house of a friend of the association, with lectures on aspects of French life, or on current affairs by well-known people, and these are followed by discussion.

Sometimes clubs or other organizations in places visited by W. T. A. groups ask for a speaker from among its members, so that an opportunity is given of putting the English view on some problem, and having this discussed. It is, indeed, one of the chief aims of the association to extend the spirit of fellowship which is active among its own members to the other peoples with whom they come in contact, and, where possible, to secure voluntary co-operation from friends abroad. It is thus possible to bring about real contact, to lay the foundations of international friendships which may be lifelong, and in general to assist in the formation of that "international" spirit of understanding and co-operation which is essential to the progress of civilization.

The Workers' Travel Association is in no sense a political organization. It carries on no political propaganda, but concerns itself solely with travel, holidays, the organization of language classes and other educational work in this connection. Its president is Harry Gosling, head of the big Transport and General Workers' Union, and Minister of Transport in the late Labor Government, and Ramsay MacDonald, Miss Susan Lawrence, M. P., well known for her educational work on the London County Council, Prof. Gilbert Murray and C. R. Buxton are among the members of the National Council.

MANUFACTURE OF PORCELAIN CHANGED BY SPODE FORMULA

Hard, White, Translucent China Results From Its Discovery—Worcester and Derby Quickly Adopt New Method

By R. COPELAND

STOKE-ON-TRENT (Special Correspondence)—Little is known regarding the Chinese methods of producing porcelain—for it was in China that porcelain was first made, and such was its perfection that it has never been equaled by any other country. Its country of origin gave its name to the article. As far back as the fifth century there was a law prohibiting the export of porcelain out of China, so that in medieval days the making of porcelain was still a mystery, for nothing is known of how they discovered the blend of materials and glaze which resulted in such wonderful technique and give such simple yet alluring beauty. We may safely assume that these pieces were made only for the Emperor or some important officials.

Later, during the seventeenth century, when the Dutch, the Germans and the English East India Company found their way to the shores of China, much interest was aroused and a few coveted specimens of this "new" invention were brought home to European countries. In their endeavor to copy these beautiful things the Dutch produced a ware made of ordinary clay and covered with rich white enamel glaze.

Germans Imitate Chinese

The Germans imitated the Chinese methods, as far as it was possible for them to discover, and produced a true porcelain of a hard but cold whitish nature. The English and the French, some years later, endeavored to make porcelain, using a great deal of glass as their medium. One should remember that in these days the only platters or vessels available for one's table were gold or silver platters, pewter, or wood or horn, according to people's means, and that the invention of porcelain, a refined white ware of a semi-translucent nature, aroused the very great interest.

Today it is impossible to record the numerous factories through Europe which produce porcelain; let it suffice to mention a few of the earliest. The Dresden and German factories improved their methods of mixing true hard paste porcelain, and have adhered to this method as the basis for their china. The Sèvres factory (which once was the monopoly of the kings of France) have abandoned their mixing of soft paste porcelain, specimens of which today command exceedingly high prices, the softness and richness of their colors and glaze being unexcelled by anyone today, the cause being probably that there is no longer the purse of a French king to back the enterprise, so they have adopted the hard paste mixing.

English Factories

The English factories of Chelsea and of Bow excelled in decoration rather than in the correctness of the forms which they produced, owing to the presence of glass in the paste, which distorted during the firing. Plymouth and Bristol attempted to make the true hard paste porcelain, but each factory had a short life. Worcester and Derby seemed to be more fortunate, the former attracting artists from Sèvres and Chelsea.

But what changed the whole nature of the manufacture of porcelain was the discovery of the right formula by Josiah Spode. About the year 1785 Spode found the correct use of bone ash. Calcined bone had been used years previously in the manufacture of porcelain, but never in large quantities. Spode's enterprise prescribed a formula in which he introduced 45 per cent of bone ash, with the result that his porcelain was very hard, white, and translucent. So successful was this discovery that the existing factories of Worcester and Derby quickly adopted it and numerous others were started: Nantgarw and Swanset, in South Wales, which have long since disappeared.

North Staffordshire Works

The scene seems to center in North Staffordshire, where potters had already been working for more than a century and had molded for useful purposes the local red marl: they had learnt much from the achievements of the Elers brothers, who had come from Holland and settled secluded in Bradwell Wood, where they had built a furnace and from the local red marl had produced teapots with fine appliqué decoration. Ralph Wood, Astbury, and Whieldon had developed fine modeling, and well potted cream colored ware enriched with colored glazes. These in turn had cast their mantles on Adams, Josiah Wedgwood, Turner, and Spode, each of whom, from the first, developed the unlimited possibilities of molding clay into exquisite forms.

But with Spode's discovery of a high grade hard porcelain capable of withstanding the hardest use, Thomas Minton, Brown, Westhead & Moore, and Doulton quickly took up the idea and established factories in North Staffordshire, while John Rose made a similar porcelain at Coalport, situated on the banks of the river Severn, and close to where the old Caughley factory had been producing beautiful blue and white wares, similar to those of early Worcester. Worcester prospered under the direction of Flight & Barr, and was favored with the patronage of William IV.

As the years went by, the china-making industry established itself more and more in North Staffordshire, the country there providing them already with the coal and also with the clay for saggers. Skilled workers settled in the district and handed their experience on to their sons and grandsons, and today the city of Stoke-on-Trent is the center of this great industry.

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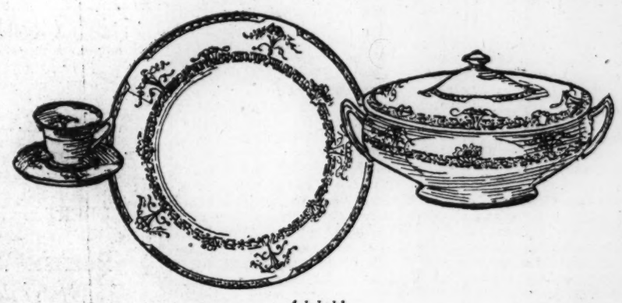
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SUCCESS OF PUBLIC OWNERSHIP FOUND IN POPULARIZING SERVICE

Under British System City Councils May Adopt Methods Employed by Private Corporations and Provide More Adequate and Cheaper Financing

By SIR ROBERT DONALD
Founder and Director of the Municipal Journal and the Municipal Year Book

Special from Monitor Bureau

LONDON—Under the British system of local government, city councils are able to own and operate a number of public utility services. In no branch of their industrial activities have the municipalities been so successful as in the supply of electricity. Judged from every standpoint, efficiency of production, cheapness of current, initiative, integrity of management, and enterprise, the municipalities compare well with private corporations. It is no doubt due to the success of public ownership in this sphere of public service that the Conservative Government is now passing a law to extend state control over electricity supply. It has long been recognized that England was at a disadvantage in the production of cheap electric power, as compared with other industrial countries, because of the absence of super-power stations and of water power. The supply areas were too small and different systems were not inter-connected. Electricity was treated on a local and not on a national basis.

Commission Organized

Five years ago a national electricity commission of experts was appointed to organize larger supply areas and to concentrate generation at super-stations—leaving distribution in the hands of local undertakings. The new law, now passing through Parliament, with general consent, gives an electricity board still larger powers to bring about on bulk generation and interconnection a uniformity of phase. The National Board can own and operate stations itself; it can advance capital to develop the industry, and the return which private corporations may pay on their capital is limited. The whole purpose of the scheme is the supply of cheap power.

Electricity supply has always been to a large extent a municipal service. The first act regulating the industry empowered municipalities to establish works, and to acquire private undertakings after 42 years—the limit of the franchise—without payment for good will.

The city authorities have always taken the leading part in electricity supply. They produce 64 per cent of the current generated in Great Britain, and the average selling price is 20 per cent less than is charged by private corporations. The only large undertakings in private hands are in London. The tendency has been for the supplies to be municipalized by agreement as they developed. To cheapen production one large municipality generates electricity for a number of neighboring towns, and either sells current in bulk or distributes direct to consumers outside its borders.

Cities Use Trade Methods

The city councils have adopted business methods in pushing sales by opening show rooms, advertising, and canvassing. In these respects the public authorities have shown greater enterprise than the private corporations which have always to consider their shareholders and remember their limited franchise. Municipalities possess several advantages over private enterprise. They can borrow money more cheaply; they have facilities for advertising through their various departments and in official notifications; they are themselves large consumers for street lighting and their own undertakings including tramways or street railways, and in public institutions. They can appeal to civic patriotism and they have a perpetual franchise. In many towns there is internal competition between municipal gas and municipal electricity. Before the municipal undertaking can show a surplus profit it must set aside 4 per cent or more toward redemption of debt. Municipal loans are repaid within 30 years.

Relative Positions

The following comparative figures show the relative position occupied by municipal and private corporation electricity in London. Central London, and the rich West End are in the hands of companies which operate over large scales. The municipalities are limited to their own boroughs.

MUNICIPALITIES

	Average selling price per kilowatt hr.	Gross profit
Battersea	1.70d	£70,756
Hackney	1.64	96,604
Hammersmith	1.83	80,391
Poplar	1.50	89,258
Marylebone	1.87	214,620
Stepney	1.52	134,373

COMPANIES

	Average selling price per kilowatt hr.	Gross profit
Brompton	4.91d	£ 5,907
Charing Cross	3.31	330,843
Chelsea	4.88	65,062
Kensington	3.49	76,537
Westminster	2.83	179,744
Notting Hill	4.86	68,626

It will be seen that the companies charge double the price for current that the municipalities do in order to pay big dividends. In every case the London boroughs, of which 13 own municipal undertakings, showed handsome profits after meeting all interest, debt charges, etc. The East End borough of Stepney had a surplus of £55,682. It is not possible to make the same comparison for the provinces as only small towns are supplied by companies.

There are two commercial policies in regard to municipal trading. One is that each undertaking should be made self-supporting and that consumers should get the benefit of surplus profits in reduced charges. The other is to carry surplus profits to the relief of local taxation. The municipalities in the electricity business have adopted the latter policy.

Popularized Service

These great profits were not accumulated because the municipalities took advantage of their monopoly and made high charges. On the contrary, the lower the charge the larger the profit. It is by the popularization of electricity that the municipalities have succeeded. In 12 years production in Glasgow has increased 179 per cent; in Manchester, 257 per cent, and in Birmingham, 193 per cent. In Birmingham electricity for power is supplied for all purposes at an average price of less than 3 cents a kilowatt hour; in Glasgow, about the same; in Manchester it is still less, and in Sheffield it is just over 2 cents. These are low prices, when one remembers that the generating stations are not situated in coal fields. Only in smaller towns and in rural districts is municipal electricity dear.

Influence of Art Discussed on Great British Workshops

Special from Monitor Bureau

LONDON—British manufacturers, under the stress of foreign competition, have learned, during the last decade, that it is not enough for wares to be strongly made of good material. If British goods are to hold their position in the markets of the world, they must not only be good but look good; in addition to good material and good craftsmanship they must be attractive in design. The recognition of the importance of design and of what good design consists in has led to a great improvement in the appearance of our manufactures, and the better taste now displayed in British textiles, pottery, furniture, metal work, printing, etc., is due to the active co-operation of artists and manufacturers.

The many have been galvanized into action by the energy of the few, and the general advance may be said to date from 1915, when the Design and Industries Association was founded by a handful of practical artists and far-seeing manufacturers. From its inception this body taught that British goods were often poor because they were not designed and constructed principally "to do their job with maximum efficiency," and consequently the association made "fitness for purpose" the chief article of its creed. It stated boldly that "if a thing were unaffectedly made to fulfill its purpose thoroughly, then it would be good art," and it exploded the Victorian superstition that beauty depended on the elaboration and disguise of multiplied ornament.

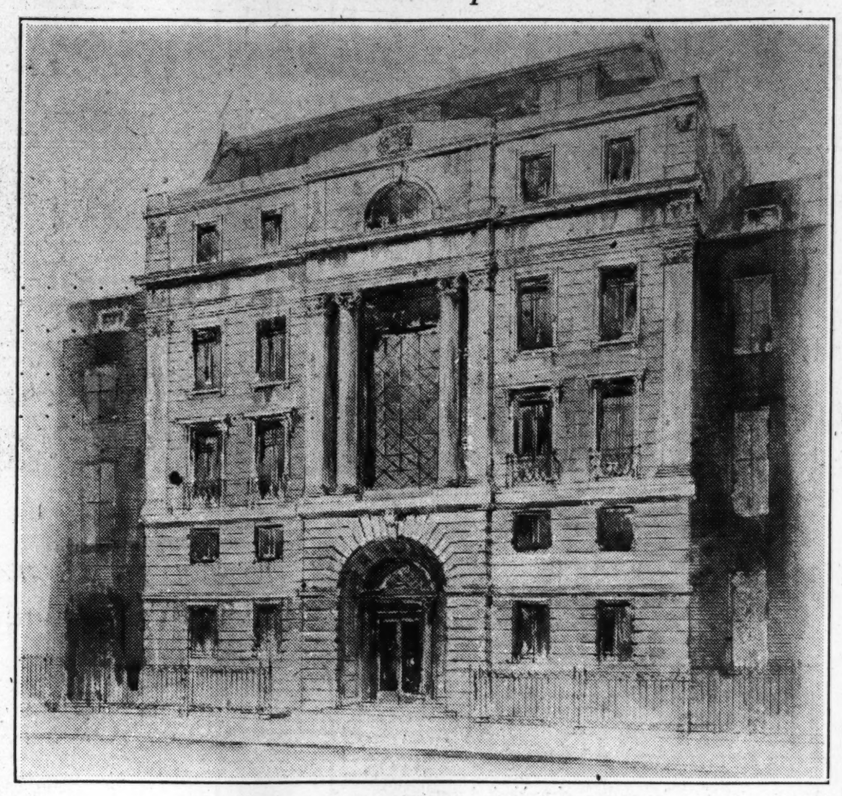
This new movement was very different from the craft revival initiated by William Morris. Composed of practical, level-headed men, the organizers of the association perceived that the defects in modern design and industry were due, not to machinery, but to an imperfect comprehension of its limitations and possibilities. By publications and exhibitions they taught that if modern design were frankly conditioned by the special capability of the agent of production, fine art and craftsmanship were compatible with machine-made goods. The first thing they had to do was to destroy the erroneous belief that true beauty could ever result from "added ornament." Gradually they had to persuade consumers and distributors, as well as producers, that decorative value was attained not by superadded and unnecessary ornament, but by the whole mode of conception and manner of treatment of the object in question.

A similar influence is seen at work in British printing. The fantastic and illegible types which once flaunted from every placard have been replaced by clear, legible lettering, beautiful in its simplicity. Both in book printing and in commercial printing clarity is preferred to "quaintness," and a nicer sense of proportion and harmony is seen both in the arrangement of lettering and in an increasing distaste to associate dissimilar types.

The influence of art on advertising nowadays is so obvious that comment would be superfluous but for the fact that posters in themselves completely illustrate the aims and ideals of modern art. For we have progressed far beyond the days when the picture of "Bubbles" by Sir John Millais was considered an ideal poster, and the man of commerce is as well aware today as any artist that the first duty of a poster is, not to "tell a story," but to be a striking design that will attract notice. Indeed, if the artists have revolutionized pictorial advertising, it may also be argued that posters have not been without their own influence on modern painting, inasmuch as they insist on the importance of design and on the necessity for every picture to be not only an illustration but a decoration.

Good art and good manufacture are alike in this, that both must begin with a right conception of the whole work, and the secret of all excellence in art or manufacture is clear thinking followed up by honest workmanship.

Drama in Great Britain Develops Into Serious Education



By Permission Swan & Norman, Architects

PROPOSED FACADE FOR NEW ART STRUCTURE
Royal Academy of Dramatic Art Is Outgrowing Its Quarters, and Plans Are Made for More Commodious Premises.

SCHOOLS FOSTER RISE OF DRAMA

Special from Monitor Bureau

LONDON—In the great growth of drama in England, from a mere form of entertainment to an important matter of education and culture to the whole community, nothing is more eloquent than the growth and increase all over the country of different schools of dramatic art.

A few years ago would-be actors and actresses had to buy their instruction with their experience—to learn their business on the stage before the public, which was sometimes hard, both on them and on the public. Certain theatrical companies took beginners, and became recognized training grounds for actors. The best-known of these were Sir Frank Benson's celebrated Shakespearean Company, where stage aspirants were taken on as apprentices, and taught principally Shakespeare and old comedy work, and Sarah Thorne's Company at Margate, where students were taught anything and everything about the stage and the art of acting.

Then various schools, more or less privately run, began to appear in London, such as Miss Mouillot's academy in Victoria Street, Stedman's and Ben Greet's, and the whole matter of training the young idea received a fillip and was brought into greater prominence through the establishment and foundation, by Sir Herbert Tree, of the Academy of Dramatic Art, recently granted a Royal Charter and now the Royal Academy of Dramatic Art, under the able administratorship of Kenneth Barnes.

The R. A. D. A. possesses its own little theater, and there is a former students' dramatic club, which gives performances of the most important that are produced. But the R. A. D. A. is outgrowing its quarters, and plans are afoot for new and more commodious premises.

Most of the schools of dancing have a dramatic department, and for training in light opera and musical comedy there are Daly's School, the George Edwardes School, a Gilbert & Sullivan School, and the Florence Etlinger School of Opera and Drama, the dramatic section of which is managed by Margaret Halstan.

All these schools have no difficulty whatever in keeping up their members. Most of them have one or more free scholarships, and there is now no reason why any aspirant for stage honors should present him or herself before a manager without having mastered the A-B-C and groundwork of their art—walking, talking, fencing, dancing and keeping still—perhaps the most difficult of all.

Rapid Advancement Made in Industrial Education

Schools and Colleges Co-operating With Factories in Providing Technical Courses and Vocational Training—Unskilled Hands Disappearing

Special from Monitor Bureau

LONDON—"A good general education is the first essential of whatever calling a boy or girl proposes to follow."

This is the line of argument that is having effect in Great Britain today. All over the country the provision of vocational and technical education has developed remarkably in the last eight years, according to the need of the local industries and the natural tendencies of the locality—but early vocational choice and special and limited training for any trade or industry is not meeting with favor.

The flooding of the labor market with half-trained, half-educated boys and girls is a prospect that does not invite approval. The current has set in favor of a fuller and longer education than was formerly thought necessary in the primary schools of the country, with further training in certain subjects and finally definite specalized education at a later period of growth. It is possible, at all events in the great cities, for children to work up from the elementary schools through day continuation schools and institutes till they reach the age at which they can pass on to the monotechnics, such as are found in London, where all the training is devoted to one trade, such as the printing or the building trade or to a technical institute, such as the School of Engineering at Poplar.

Education in the Factories

The great city companies and guilds have always been generous to education for industry. London, Liverpool and Manchester, Birmingham and Bristol and many large cities all owe much of their present education of a technical kind to the city fathers, who endowed generously and well. London is a city of thousands of small different factories, which has made the subject of technical education difficult. It has, however, been the policy of the London Education Committee to support all new developments, and if any London trade has no appropriate technical instruction, every effort is made to supply it. Petroleum technology, rubber technology, indeed any recent demand for expert knowledge, meets with attention.

In Manchester much progress has been made in technical and industrial education. It was here that the first mechanics' institute was founded over 100 years ago, and since the coming of the Education Act of 1918 the increase of education for industry has been phenomenal. What has occurred in Manchester is coming to be true all over Great Britain; namely, the co-operation of education with industry.

Mutual Help

This means mutual help to those great factors of civilization and is of enormous value to the generation entering industry. The support of the large firms which now send their apprentices for further instruction in technical matters or for general education grows daily. The majority of firms pay full wages to their apprentices for the hours spent at classes and many pay the fees of the courses as well.

It is the general opinion of the workers, judging by recent utterances, that first of all a broad general education is the best preparation for life and that specialist training should be left to industry itself in co-operation with schools and, as regards the higher branches of work and research, with the universities.

For education in industry of university standard there is ample provision of which a growing number of students yearly avail themselves. Oxford and Cambridge, London University, and all the provincial universities and colleges, have provided faculties for both training and research in every branch of industrial knowledge.

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To broadcast your wares throughout the world. Orders for advertising campaigns welcomed by
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Large house, good grounds, close to sea.
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FIRTH & MILLER Ltd.
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Good value in Worsteds, Dress Coatings, Trouserings, Riding Tweeds, Costume Cloths, Rain Coatings and Sports Tweeds.
BRANDED "FLYING MARTIN" INDIGO SERGES
Superquality, dyed to stand all climates.
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Any length cut. Patterns Free.
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The best work at the lowest possible prices.
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Telephone Broomhill 417
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We are ready to discuss your advertising plans and problems in confidence, either with you or your representative, here in Sheffield or anywhere else in England you care to appoint, without committing you to anything in any way.
Yours faithfully,
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BRITISH Ideals for the sons and daughters of the *EMPIRE*
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A BOARDING SCHOOL
of very high status, for the daughters of gentlemen, situated in the lovely Peak District.
Established 50 Years.
Finest educational advantages. Staff of eleven fully qualified resident Mistresses and ideal facilities for Games. For Prospectus and Examination Successes apply to
The Principal
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that everybody nowadays should wish to appear smartly dressed for all occasions, but
It Is Surprising
how few realize how this is to be achieved.
THE WAY to ensure smart appearance during the whole lifetime of your suit, and to obtain complete satisfaction in all respects, is to insist on having Huddersfield made suitings, which are unsurpassed in the wide world, for quality, durability, reliability, elegance.
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Manufacturers of Plain & Fancy Worsted Coatings, etc.
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POSTAL TRAINING IN INDUSTRIAL ART
Finely Illustrated, Practical Courses in PENWORK, COLOUR, DESIGN, COMMERCIAL ART including LETTERING, SCRIPT, POSTER, ILLUSTRATION, etc. Suitable for all Trade Purposes.
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Fee for any Subject *Two Guineas*
Apply at once for Syllabus required enclosing stamped and addressed foolscap envelope to: *THE DIRECTOR OF STUDIES, 2 WOODSTOCK STUDIOS (C.S.M.), WOODSTOCK RD., BEDFORD PARK, LONDON, W. 4, ENG.*

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Manufacturers & Merchants, HUDDERSFIELD, ENGLAND
SPECIALIZE in the cut length trade.
DEALERS in Woollens, Worsteds, Silks, Art Silks and Cotton Suitings.
ANY LENGTH CUT
GOODS sent per C. O. D. System or THROUGH BANKS.
Send 25% deposit for trial order.
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have pleasure in announcing the opening of a new showroom in the centre of the City.
They earnestly hope that this step will prove a real convenience to the public, whom it is at all times their great desire to serve.
They handle everything and anything to do with automobiles and coachwork, but specialise in A. C. and Austin Touring Cars, Garner Commercial Vehicles and Dunelt Motor Cycles.
They will always be glad to see old friends and meet new ones.
Samuel Wilson & Son, Ltd.
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Tele: Central 5347.

We Tried to Burst This Steam Vessel
It's a matter of ancient history now—three years ago.
Insurance Companies would not insure steam vessels: it was simply not business they said. Welding could never be entirely trustworthy.
Their experience and ours differed.
We knew what Aitons welding would stand.
The vessel on the left was enclosed in plating, to catch the flying pieces, and we set out with the intention of bursting it.
The pump supplying the water failed and the vessel stretched nearly ¼ inch. But the welding proved itself stronger than the material.
It was Aiton's electric welding that stood this test. Today we make these vertical steam vessels—as shown on the right. If this is the kind of service you want from your steam vessels, we shall be glad to hear from you.
Today, Insurance Companies will insure the Aiton welded vessels.
Actual pressure applied 16s.
A 42" Steam Vessel working at 400 lbs.
AITON DERBY & CO. LTD
DERBY, LONDON, MANCHESTER, GLASGOW & PARIS

A Good Illustration of Present-Day British Industrial Architecture Is to Be Seen in Big Group of Buildings at Branston, Burton-on-Trent



CROSSE & BLACKWELL'S FACTORY

These Buildings Were Designed for the Government as a Munitions Factory During the War, and Were Not Taken Over by Their Present Owners Until After the Proclamation of the Armistice.

BRITISH AMONG FOREMOST IN INVENTION AND PROGRESS

Conveniences of Automobile and Airship Make One Forget It Is Only a Century Since Introduction of Steam Locomotive

By PROF. A. M. LOW
Vice-President and Fellow of the Institute of Patentees

Special from Monitor Bureau

LONDON—The fable of the pupil and the master is not new; neither is it confined to persons in its application.

It is to be expected that such countries as those of the New World would argue that progress can only be obtained by lack of prejudice; by a total disregard of accepted ideas, methods, and of such discoveries as have by common consent been classified as fact.

Invention is the product of continuity of thought. By applying the process of logical reasoning to historical tendencies it is not difficult to predict that natural line of progress which we have decided shall be known as invention. Regrettable indeed that so-called "science" with its embryo knowledge is almost incapable of pure deduction.

Mankind is still subject to the dictates of the primitive passions, but is increasing daily in power of observance and can argue from such brief records as are available. If a curve be plotted between calendar time and the time necessary for a traveler to reach New York from London, it will be observed that this time has steadily decreased. It is but 20 years ago since the sum of £20,000 was offered for a flight from London to Manchester within 48 hours. This performance, at one time impossible, is now an existing fact of daily life and is yet another proof of our changing methods of living and of the mutability of established knowledge. It is only logical to suppose that the general speeding-up process which applies to all invention will be carried through, and it is quite unnecessary to quote innumerable examples of industrial inventions which are based upon these laws of time.

Change and Progress

It is of primary importance to establish the underlying fundamentals of change and progress which have controlled the general trend of invention. Two governing factors have always been evident.

It is in the increase of speed and comfort that the world has altered rather than in the direction of basic economy.

Unfortunately, the period over which civilized records are available is extremely short, but it is sufficient to observe that the chief difference between the modern man and that of the pre-historic era is entirely one of speed and action, speed of invention and above all, speed of thought. It is, therefore, only logical to suppose that it is only by exercising the faculty of invention that progress can be made to adhere to the direction which has been mapped out by the advances of the past two centuries.

It is suggested, all too often, that progress is slow, and that finality has been reached in more than one art with which the world is familiar today. No greater mistake could be made. Every scientific improvement, adopted by general consent, places a new weapon in the hands of those whose work is to look for economic advance. It is only by mass effort and mass thought that successful and commercial conclusions can be achieved. A cursory inspection of the Patent Office records in those countries subscribing to the International Patents Convention, renders very clear the fact that different nationalities not only approach their problems in a totally different manner but that they select a different generic class for their work.

Locomotive Invented 100 Years Ago

The world of mechanical invention aptly demonstrates the truth of this statement. It is approximately one century since the introduction of the steam locomotive allowed an age of mechanical locomotion to commence. In Great Britain the greatest attention was given to the improvement of the locomotive itself; details of valve gear were perpetually considered, but the application of the railway as a means of transport was left for others to develop.

The automobile, developing slowly from the small steam traction engine, was rendered possible for the general public by the internal combustion engine, and the patent records of this particular prime mover make interesting reading. In its early stages experiments were conducted in France, having for their object the utilization of a method of obtaining a localized change of pressure by the use of any inflammatory materials. Gunpowder was actually employed as a fuel, in very much the same manner as coal dust has been proposed in quite recent years for direct use after pulverization, in the cylinders of large gas engines. English, French and Italian inventors devoted their time to the construction of engines which were economical as regards the most important factor. They were economical as regards their ability to supply comfort, and the only saving they effected was that of time.

Continental Patents

A very large number of continental patents show how enthusiastically was this idea of convenient power adopted. In Germany the utilitarian purpose was always to the fore, leading eventually to development of the heavy type of motor which was capable of effecting economy in fuel. In France, England and Italy have originated the vast majority of important patents in automobile and internal combustion design, but owing to a difference in economic conditions these patents have been developed in the United States and in Germany, and in the particular class of progress made they have produced new inventions to deal with the aspect of maintenance.

These new patents, however, are again chiefly to be found in countries which are not the greatest users of the motorcar. During the past few years the improvements that have taken place in automobiles have been reflected throughout all forms of mechanical travel. They have been devoted to the development of speed and comfort and with greater ease of control, in order that speed may produce no further tax upon the users. The modern car engine is decreasing in size, and as a natural result body work is occupying more space, so that many inventions are now being worked which have in view the provision of special bodies capable of being driven through the air with the least possible streamline resistance.

Comfort Developed

The engines, becoming smaller every year, are being fitted with various forms of apparatus to burn fuel, not necessarily economically, but as quickly as possible, in order that the power output from a given space may be a maximum. Practically identical engines are employed for purposes of aviation, but the factor of comfort has been for so long withheld from this class of travel by the amount of power necessary from a given unit that it is only recently that inventions governing comfortable air travel, in the direction of silence, lack of vibration, and better accommodation, have become at all numerous.

A very large number of supercharger patents are being taken out in Great Britain and on the Continent, but in America, where fuel conditions are more favorable, the influence of cost is less evident. For the past 10 years the small car, with an engine capacity of approximately 1500 cubic centimeters, has been most popular in Great Britain, but in America, cars of this class are relatively rare, and the economy of the United States product in ton miles per gallon is extremely poor, although its comfort ratio is equally high. This, chiefly due to fuel causes and methods of production, has been affected by the difference in road characteristics and in distance covered.

Internal combustion motors capable of receiving their fuel during the operating stroke will in all probability provide the necessary saving in fuel with the ease of control and lack of noise that is attributable at present only to the steam engine, where the heat conversion process is uneconomically conducted at a distance from the prime mover itself. A large number of patents have been recently taken out to secure this end, and usually occur under the headings of "Diesel," "semi-Diesel" or "forced induction" engines.

Radio Communication

Although hardly at present within the category of domestic inventions, it is probable that before long the provision of radio communication at all times will become a world-wide service, and a very large number of patents are being taken out in this direction, chiefly, however, devoted to details of manufacture, such as cheaper automatic valve construction and convenience of erection. A certain number of impfovements dealing with the problems of selectivity and purity are becoming evident, but it is unfortunately true at present that the demand for general radiocasting has exceeded the scientific supply of suitable apparatus. As a natural result it is more than possible that some rearrangement of the present radiocasting system will become necessary, a phase which is being foreshadowed by a number of automatic reception appliances, with an offshoot in the department of communication consisting of ordinary mechanical details for improvements in automatic and land line telephony.

It is often suggested that the United States radio firms are producing improvements which exceed in scientific value those of other countries. Such statements are incomplete. Radiocasting stations in America are separated by long distances and the people demand better news items and more radiocasting of varied programs. In England the chief difficulty is the supply of music which compares in reality with that of the orchestration itself.

So greatly has distance become shortened by the general application of radio and by improved means of travel that the mental effect upon the world is becoming noticeable. This must necessarily give rise to other classes of invention which would have appeared totally unnecessary a few years ago. There are many labor-saving devices finding a market which themselves effect an almost negligible saving and which imply a considerable initial outlay.

Power Distribution

The general public are interested in mechanical devices, they are no longer content to leave the working of such simple instruments as the telephone to "outsiders" and the consequent increase in the value of scientific education has produced a broader point of view, for such problems as that of power distribution. Electric light, unfortunately, has shown no great signs of advancement, its maximum efficiency still remains at approximately 2½ per cent. The steam engine, with its 15 per cent efficiency, and the internal combustion engine, wasting over 80 per cent of its fuel, are beginning to call for drastic treatment. Power heating and fuel are consequently receiving the attention of inventors.

Engineers, more particularly in crowded areas, are departing from the idea of local power and are dealing with new methods of transmission, new methods of electrical storage and of service. A further impetus is consequently given to the fuel chemistry branch and a considerable number of patents are now being worked on the Continent and in England, which but a few years ago were of little other than academic interest.

Market Possibilities

Traveling facilities and ease of communication are steadily increasing market possibilities. They are rendering necessary the inclusion of the economy factor in invention, reflected in the automobile industry, by the need for cheap cars, quantity production, and excessive cheapness in running and maintenance. So general is this viewpoint that taxation is commencing to exert an influence upon general motorcar design. Ordinary domestic clothing has not escaped the demand for thrift, and it is undoubted that the use of synthetic materials for cloth, boots, and household requisites will steadily increase.

Progress in production must not be taken as progress in invention. Historical influence upon novelty exists to a marked degree. It is only by the origination of industrial schemes depending for their execution upon new materials, new processes and new mechanical methods, that prosperity can be maintained. Production alone is not enough. The inventor is unquestionably the backbone of industry, but that his work should receive appreciation is a hope which exaggerates the value of human nature.

Without invention, and without imagination, the world's industries would become mere records of self-aggrandizement from small beginnings and from times less devoted to the individual.

Invention has far too long been its own reward. In the Great War one vast department in England dealt solely with the problem of imaginative improvement. Yet in the piping times of peace we pour our money out for quantity production and on schemes which the passage of a few years will render utterly futile. It is a fact, from which an excellent moral is to be drawn, that 400 years ago the Pacific Ocean was yet to be discovered.

WOMAN WINS WAY IN TRADE PUBLICITY

Mrs. Hanson's Work Praised by Concern's Manager

Special from Monitor Bureau

LONDON—One of the oldest established firms in England for making and preserving table delicacies, Messrs. Crosse & Blackwell, have a woman in their publicity department who is breaking fresh ground in putting their goods before the public, both at their city showrooms and at exhibitions.

Speaking of her work the general manager of Crosse & Blackwell's said:

"The typical city showroom is the dullest place on earth, and I felt that if people are interested in seeing things well displayed in retail shops they would be in a manufacturer's showroom. We opened a showroom in Eastcheap and to get the arcade windows dressed the way I wanted them done, I saw I must not have the ordinary window dresser bound by tradition, so I looked deliberately outside the trade for someone to do it.

"Mrs. Hanson, who was selected for the work, had had no experience, but she had natural taste and the ability to handle things, and the first night that we opened the new showroom the window display held up the traffic.

"She was put in charge of the display of samples and the decoration and furnishing of the showrooms. In addition she has done all the displays at the various trade exhibitions, and was in charge of our pavilion at Wembley. In some cases she has designed the stands at the exhibitions."

Industrial Form of Architecture Development of Recent Times

Former Drab Ugliness of Factory Buildings Fast Making Way for Brighter Structures of More Artistic Proportions

By PAUL PHIPPS

Special from Monitor Bureau

LONDON—All through the ages, to a greater or less extent, man has carried on his industrial and commercial pursuits and has put up buildings to enable him to do so, but it was only three or four generations ago that such buildings began to show special characteristics and to become factories and shops and offices, as we understand those terms today.

To the industrial magnate of the beginning and middle of the last century the great commercial development of England seemed, no doubt, to promise new heavens; at any rate it did produce a new earth. Factories and furnaces appeared, and with them the now familiar deserts of grim houses and grimmer streets, each house just like the next and all as black and depressing as the smoke clouds overshadowing them.

The history of English building is, on the whole, a story of man meeting successfully and in a frank and orderly way the needs, and overcoming the difficulties of the age. It is, therefore, all the more to be regretted that in those critical years, when the face of the whole counties was being transformed, the genius of the English for thoughtful and orderly building should have been lying dormant.

Drab Streets

The ugliness of the factories and of the drab streets, where his workpeople lived and labored, was not due to mere selfishness on the part of the employer, for he himself passed his own life in places different, it is true, but equally ugly and equally unsuitable. With all his so-called practical common sense and shrewdness, the merchant and manufacturer of Queen Victoria's days had but little appreciation of the value of anything that could not be put down in a balance sheet, and so failed entirely to realize the importance of good proportions and orderly elevations, of suitable materials properly used and of simplicity and convenience in planning, and of the effect of all these upon the work and outlook of themselves and others.

There are—there must be—exceptions, and everyone will doubtless be able to recall buildings that give him pleasure, though erected during the worst period. I think at once, for instance, of a warehouse not far from Blackfriars, the great mill on the Hertford side of Ware, a railway bridge on the Reigate Road, the roof of St. Pancras Station, and, best of all, of the Chelsea Power Station in Lot's Road. Of other forms of commercial building during that period, of shops, banks, and hotels, it is not easy to find good examples, but the Hyde Park Hotel, built, it is true, in the last part of the Victorian age, forms an imposing mass, dull in detail but romantic in roof line. The last generation in England has seen a marked improvement in architecture of every kind, including commercial. Many influences, social, political, and economic, as well as æsthetic, have combined to produce this result. Every sphere of activity bears witness to a quickened artistic conscience: there is more thought and more regard for dignity and decency, and greater pains are taken to attain to them. You can see the results in posters, printing of all sorts, and in letterheads. Even to read a bill is today pleasanter than it was! For the really striking improvement in all these things we should be grateful first of all to the Underground Railway for, long before all others, it appreciated the commercial value of order, good design and printing, and showed that gayety, color and wit have their very proper place in business.

The shortest railway journey or motor trip in any direction will convince you that the factory of today is a very different thing to the older type of which we have spoken. We have learned a good deal in the last few years, particularly from our experiences during the war, and our latest buildings can compare favorably with similar types in other countries. Crosse & Blackwell's factory at Branston, Burton-on-Trent, is a good example of these. This was designed by T. W. Watkins for the Government as a munition factory during the war, and was taken over by its present owners after the armistice. Though larger than most, it is typical of a number that have been erected all over the country.

Attractive Stations

From an architectural point of view some of the most satisfactory modern industrial buildings are the power stations. That at Lot's Road, Chelsea, has been already referred to, but many of those on the different railways are very successful. Railway buildings (in the neighborhood of London, at least) rarely have any architectural quality, if we except the early part of Euston Station, St. Pancras Station, the wall by Victoria, and some of the new outlying stations on the Underground, and so these power stations deserve sympathetic appreciation.

Factories and power stations are not familiar ground to most, but shops are quite a different proposition. Some of these we pass every day, others we seem never to be able to pass at all, and even at home it is hard to keep them out of our thoughts, for the papers are full of them. Everyone who is not writing about Waterloo Bridge seems to be giving his views about the new Regent Street, and many are eloquent about both. Almost everything possible must by now have been written about these two, and it will be enough if we summarize what seems to be the general opinion.

It would probably be agreed that Regent Street is finishing better than at one time seemed likely—lessons having been learned during the progress of the work—but that the really vital and stimulating building in the street is Vigo House, designed by Sir John Burnet and Partners. It is not a building that everyone will like, but it is one that no one could possibly fail to notice or to respect.

As a change from Regent Street and formality is the building which is now being erected for Messrs. J. & E. Atkinson, the Bond Street perfumers, from the designs of Vincent Harris. It will replace the shop burnt down not long ago, and those who saw the illustrations of it which were published recently will remember how happily it is touched with the slightly exotic air that one associates with scents and perfumes and such things. A contrast to this is the new building in Red Lion Square, which P. J. Westwood & Emberton have designed for Austin Reed, Ltd. There is no elegance here, but the stern stuff which is generally supposed to appeal to the masculine taste—appropriate enough for the house of a firm that deals mostly with men.

These two examples are sufficient to show that more thought and character are being given to shops and commercial buildings than was common a few years ago. The perfect shop may not yet have been built, but there are many considering what is necessary for such perfection. The same may be said of all commercial buildings, of offices and banks, too, if you class them under that heading.

BRITISH PAPER OUTPUT IS 1,250,000 TONS

Special from Monitor Bureau

LONDON—England at present has 260 paper mills, a few of which are idle or working at a loss, largely owing to fiscal difficulties, the total output being about 1,250,000 tons per annum, according to W. Worby Beaumont and Leslie N. Burt, in a report on "The Modern Development of Paper Mill Plants," read before the Institute of Mechanical Engineers here.

In 1859 there were 694 paper mills in England, 79 in Scotland, and 27 in Ireland. They were nearly all small, as compared with the mills of today. It was mentioned, as a remarkable fact, that of the paper machine, as it is now understood, that is, a machine for making paper in a continuous web, as invented in 1799, the main features of the invention are still the essentials of the modern machine.

BRITISH FAVOR HOME PRODUCTS

Special Brands of Food and Confections Follow Flag Around the World

Special from Monitor Bureau

LONDON.—It would be difficult to name any product known in world trade, irrespective of country of origin, that compares in reputation with the specialized food products of Great Britain. For generations certain well-known brands coming under this category have been known throughout the world, and have been household essentials not only in the homes of people of British origin, but in better-class homes of every country.

Two reasons appear to be mainly responsible for this situation. The first is that wherever British people go in this world, either to become permanent or temporary residents, a little Britain comes into being. The British are too well convinced of the purity and quality of many of their own food products to be easily weaned away from them; besides, their natural conservatism militates against free and easy changes of diet.

The other reason for the wide dispersion of British food specialties is less sentimental and more economic. About 30 years ago the nations of continental Europe went into the business of producing beet sugar on a large scale, although their own people were not sugar-eaters on anything like the Anglo-Saxon scale. It became necessary to look outside their own borders for markets, and this situation, applying as it did to a number of countries, led to a system of export bounties and a race to build up a large volume of exports. The British market was particularly enticing to the continental sugar growers because of its easy access and large size, and in the resulting race for business prices were pushed to absurdly low levels.

British candy, pastry, preserve, chocolate and other food specialty manufacturers were thus given one of their principal raw materials at an extremely low price, and this factor, combined with their skill and their excellent marketing facilities, made it possible for them to extend their products into every corner of the world.

The food specialty industry is one of the steadiest of industries, as the demand for these British products appears to be little affected by such conditions as occasionally disturb other trades.

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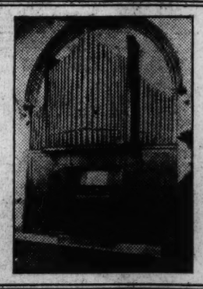
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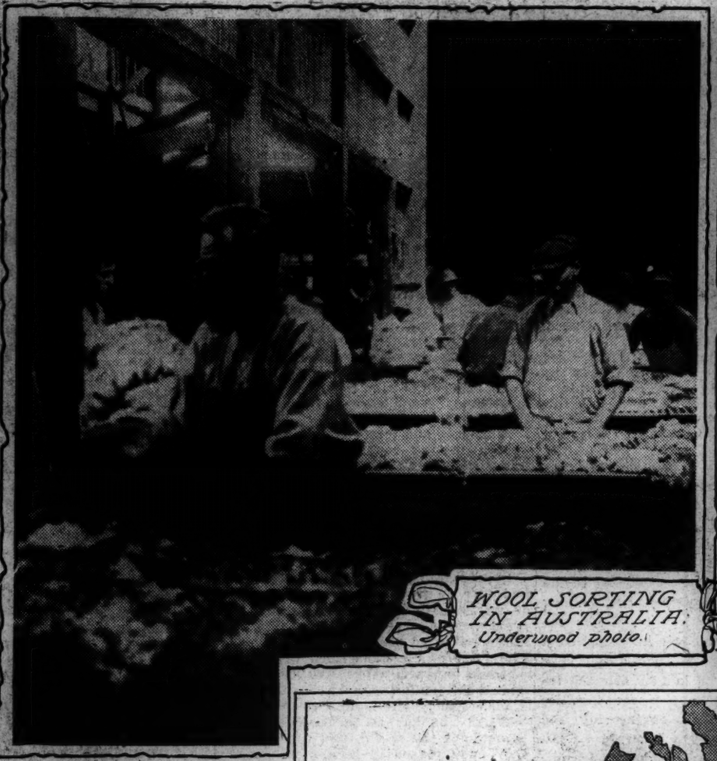


CROSSE & BLACKWELL once owned Gardens in what is now the heart of LONDON, to grow fruit for their famous jams

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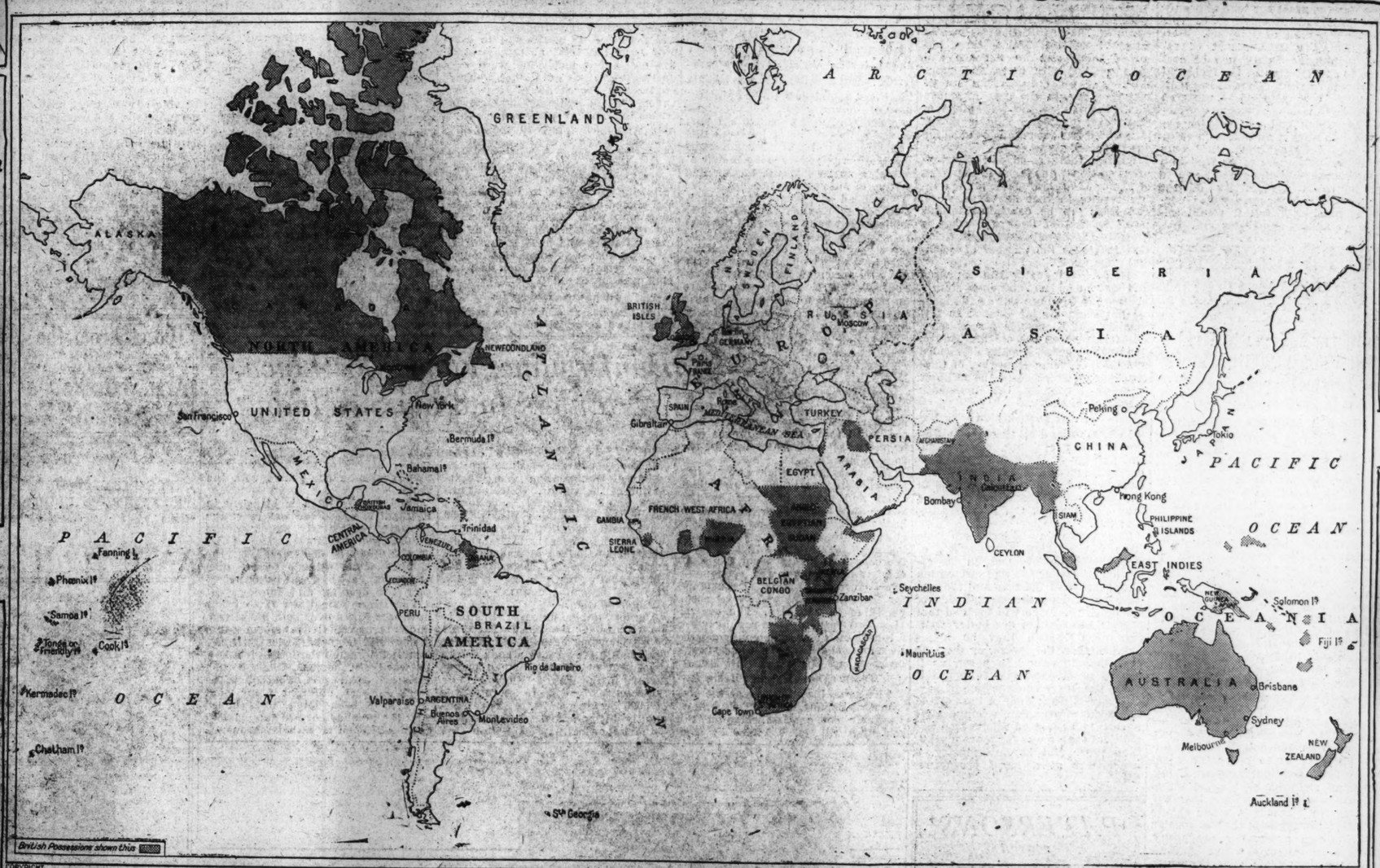
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COAL INDUSTRY IN BRITAIN BASIS OF NAVAL SUPREMACY

Expansion of Manufacture Made Possible by Miners' Smoke Eliminated by Electrification—Kent Coal Fields to Retain Beauty

Special from Monitor Bureau

LONDON—In no other country does the coal industry occupy quite such an important place, in relation to the general economic life of the nation, as in Great Britain. The vast expansion of manufacturing activity has been made possible by, and has depended upon a concurrent development of coal mining.

The average number of persons working in and about the coal mines during 1925 was 1,156,000, and the value of the coal sold at home and abroad is about £250,000,000 a year.

The chief fields are in Yorkshire and the Midlands, Wales, Durham and Northumberland, Lancashire, and South Scotland. The structure and organization of the industry are varied and complicated. There are immense differences in the geological conditions.

2500 Collieries

There are no fewer than 2500 collieries, which belong to 1400 owners. A very large proportion are too small for the best economic results to be achieved. Many are old, some having been worked for 100 years, and the number of persons employed at particular mines ranges from below 50 to over 3000.

The war, of course, produced abnormal conditions in the industry. After a time the Government assumed control both of production and distribution. The profits were limited, and an elaborate system of pooling profits was initiated.

The effects of the depression reached a climax in July, 1925. After a costly stoppage in 1921 an intricate scheme of relating wages to profits, together with the establishment of minimum wage rates (varying as between different districts and different grades of workers) had been embodied in a new wages agreement. In 1924 an improvement was gained on the low minimum rates during the period of transient prosperity. This was followed by the new depression in trade, by heavy losses at the majority of the mines, by a great increase in unemployment in the exporting coalfields, and, in 1925, by a demand for drastic wage reductions. A calamitous national stoppage was prevented at the end of July by a state subsidy, to run for nine months.

Policy of Reorganization

The state subsidy gave the industry as a whole an average profit of 1s. 6d. a ton during the last quarter of 1925, but without this aid there would have been an average loss of 1s. 6d. In one district, including Yorkshire, there would have been a small profit, but in the exporting districts of South Wales and the northeast coast the loss would have been as high as 4s.

This was the state of the industry when the commission began its exhaustive examination. Its report, issued in March, 1926, condemned the subsidy, declared that a limited and temporary sacrifice of wages was necessary, together with the endurance of some loss by the owners, to save the industry from impending disaster, and suggested a far-reaching policy of reorganization as essential for the restoration of prosperity.

Although public interest became centered on the wage question and the threat of new industrial strife evoked by it, the reconstruction suggestions had a greater and permanent interest and importance. The commission rejected nationalization of the mines as impracticable and dangerous, but recommended state purchase of the minerals; extensive amalgamation of mines to increase efficiency; closer association between the production and use of coal, especially for power, by-products, and carbonization; the formation of coal selling agencies by the colliery owners to reduce middlemen's tolls; the adoption of larger wagons and the concentration of ownership of the wagons to reduce transport costs; more intensive research in the utilization of coal, especially in low temperature carbonization; the establishment of pit committees to foster co-operation between the miners and the management; and the closing of obsolete and uneconomic pits, the Government to help to transfer the men to other centers.

The commission declared the three main lines of advance to prosperity to be the greater application of natural science to the industry, larger units for production and distribution, and fuller partnership of employers and workmen.

Main Lines of Advance

The closing of the small and uneconomic pits is related to the development of the great enterprises in the new coal fields of South Yorkshire, North Notts, and Kent. It is estimated that nearly 16,000,000,000 tons are in these fields, 2,000,000,000 being in Kent, in conjunction with extensive beds of iron ore. In South Yorkshire and Notts already 20 great new mines are working or being sunk, and others are projected. In Kent, after many failures by other companies, Pearson & Dorman Long, with a state guarantee of £2,000,000, are planning developments which may ultimately produce 18 large mines and extensive iron works in the area between Canterbury and the coast.

Efforts are being made to plan all developments in advance, to house the miners and other workers in garden towns, and to preserve in every possible way the great heritage of beauty and historical association in this veritable garden of England.

If, also, the development of research into the better use of coal leads to the solution of the technical and commercial problems of low temperature carbonization — research which the Government has now promised to extend and speed up—a national gain almost unlimited in value will have been achieved. Not only would the extraction of oil lead to a greater consumption of coal, and to the increased productivity of the mines which is necessary for continued prosperity, but it would initiate an almost smokeless era.

JOURNALISM IN BRITAIN ACTIVE

Industry Makes Big Strides, but Mental Quality Shows Little Improvement

By SIR ALFRED ROBBINS

Special from Monitor Bureau

LONDON.—Journalism has been treated from many and varied points of view. It has been gravely inquired whether it is an art or a mystery, a trade or a profession, a pocket-filler or a patriotic endeavor. For present purposes it will be considered simply as an industry—an industry of slow growth, steady increase, and spreading proportions, giving employment in its many branches and subsidiary ramifications to a vast host, from editors to compositors, from leader-writers to fillers of waste-paper baskets.

What is generally unrecognized is that sale of itself does not pay, and that an increased circulation would involve, because of cost of production, decreased profit, unless it brought some other compensation than additional pence. It is at this point that a balance has to be struck, and such an added levy laid on advertisements as to cover the extra cost of composition, newsprint, ink, machine running, packing and distribution. And it is here that the commercial element is bound chiefly to enter, always with the recognition that though newspaper prosperity, from a proprietorial point of view, comes mainly from advertisements, it is primarily from circulation.

In an indirect fashion, the Postmaster-General helps to preserve the balance by holding that no newspaper shall enjoy full postal privileges if more than half its contents are advertisements. It is not easy in these times to draw a clear line between subtle puff and straight appeal, and the midway seems sometimes overstepped. But the official idea in its general aspect is sound—that a newspaper is not entitled to rank as such if more than half is occupied by advertisements.

Newspaper of Recent Origin

It is true that during the longest portion of English history no such thing as journalism existed, though news in some fashion circulated with rapidity. But, as has been elsewhere said, Romans and Saxons, Danes and Normans had come, and conquered, and passed away; Elizabeth had reigned, the Armada been beaten, England and Scotland become one, and Shakespeare born and buried, before there was a solitary British newspaper. Yet, when journalism arrived, it sprang full-armed into the field.

It is just three centuries since Charles I came to the throne, and his reign saw the earliest London provision of domestic news. Yet within the ensuing three-quarters of a century every salient feature of our most up-to-date newspaper had been devised, developed and deeply rooted in the English press.

Few New Tricks

The assertion can easily be tested. How is a paper filled today? By news, leading articles, advertisements and, latest of all additions, pictures, every one of which component parts can be found in the journals of the first quarter century of newspaper existence. War correspondents, interviewers, women journalists, and party propagandists—all were concerned in these earliest productions. Advertisements gradually crept in until—beginning with one which incidentally mentioned the somberly significant news that Charles was to marry Henrietta Maria—they absorbed more and more space and were written with more and more skill. And not only written but illustrated, for, in the time of Queen Anne, there were the beginnings of that "every picture tells a story" idea which has been made of effective use in recent years.

When to this it is added that "stop-press editions" are found in the reign of James II evening papers, and racing results in that of William III, and tales "to be continued in our next" in that of George I, what is there in the newspaperdom of today that increases the number of essential "features"?

Where the industry has improved and developed and become stoutly prosperous has been not on the mental but the material side. The few hundreds or thousands struck off a century since on the old flat-bedded, hand-rolled press, lineally descended and little differing from that of Caxton, has given place to the millions volleyed forth by the mammoth machines of today.

Swift Distribution

In London and all the great cities, the methods of swift distribution, and notably of the quickly succeeding editions of the evening papers, have been so vastly increased as to necessitate enormous outlay, and thus to wipe out the less wealthy journals.

Thus both gain and loss have come from the striking development of mechanical improvement, in the direction of production and circulation alike; and both the gain and the loss have reacted on the mental side of the industry. None will pretend that today's newspapers are better written, even though they be better printed, than they were, or that the press has increased in power as it has in profit. Political influence is not a necessary consequence of payable advertising; and, in the days of British newspaperdom's comparative poverty, its effect on public men and political events was far more marked than now. But as an industry, it never was at a more prosperous point.

Business Men Enter League in Campaign Against Liquor

Special from Monitor Bureau

LONDON—It is universally agreed that anything that tells against efficiency in industry and hinders the expansion and development of trade and commerce is an enemy of civilization; that anything that reduces the spending power of a people and diverts it from the purchase of useful and necessary articles to expenditure on that which is wasteful and harmful is a foe to trade and injurious to a community; and that anything that leads to a loss of time, energy, ability, wages, health or intelligence is a burden on society and a serious handicap to a country's progress.

The aim of the anti-liquor movement is to direct the immense sums of money now spent on intoxicants into useful and productive channels, and thus to stimulate trade, increase employment and promote human welfare. If the millions now expended on drink in England were put into wealth-producing and employment-creating industries, which, so far from inflicting damage upon individual lives and creating industrial inefficiency, poverty and crime, make for the good of the people, and the country would once more begin to travel along the road that leads to prosperity and happiness. "If you want to do something to lessen the burden on industry," said Philip Snowden when he was Chancellor of the Exchequer, "do something to lessen the colossal and wasteful expenditure on strong drink."

Business Men Join Campaign

The accession to the anti-liquor campaign of business men, representing all branches of commerce and industry, which is a comparatively recent development, has greatly increased the strength and effectiveness of the movement. Not very long ago drinking was a recognized part of the daily routine of business life, and "treating" by or of commercial travelers was regarded as indispensable to success in the buying and selling of merchandise.

The head of an important department of an English railway, whose business it was to secure all the carrying trade he could, especially by diverting it from competing lines, used to send in to headquarters every week an account headed "City Warehouses"—which meant expenditure on liquor or liquor-lunches for those in positions where they could decide by what route goods should be sent.

Liquor Traffic Destructive

Happily, all this is changed. Professional, business and commercial men, who realized that the liquor traffic does not produce wealth but destroys it, formed the National Commercial Temperance League, which, convinced that total abstinence is a business asset, advocates this for the country's welfare.

The league, which now has branches in nearly 50 of the chief cities and towns in Great Britain, is the only temperance organization in the country making its appeal exclusively to the professional and business community, and sets forth the case for sobriety from the point of view of efficiency and economy—two factors of paramount importance for the commercial and social prosperity of the country. The central (London) branch meets regularly for a luncheon, when some eminent public man is the chief guest and speaks on an aspect of the drink problem.

Temperance League Meets

The annual conference of the National Commercial Temperance League, held at Cambridge at the end of April, was attended by over 350 delegates from all parts of the country. They were publicly welcomed by various local bodies, including the Chamber of Trade. The president of the local Free Church Council said that the coming in of the business element had given greater respectability to the temperance movement, and he went on to show that civilization and alcoholic drink could not run together.

John S. Higham, president of the local branch of the National Commercial Temperance League, said that the idea of tackling the drink problem from the commercial point of view appealed to him, and he thought that reformers in England had been rather lacking in that part of the fight against intemperance. Business and commercial men, he added, were realizing more and more the advantage America had gained through prohibition in the competition for the commerce of the world.

Clear Heads Necessary

In English business life there is an increasing realization that a very large part of our human machinery is not running freely and unfettered. Delicate, complicated and costly apparatus, often effecting many processes in a single operation, has displaced the cruder methods of earlier days. Business and industry demand skilled men with clear heads, and there is no place for brains made dull and fingers made clumsy by drink. The increase of motoring has also awakened the general public to the danger of even a so-called moderate consumption of alcohol.

F. G. Creed, managing director of Creed & Co., Croydon, electrical engineers, whose operations are world-wide, decided 13 years ago to employ none but total abstainers, and the employees and staff were put on that basis and have since worked on it. "In those days," says Mr. Creed, "in the ordinary engineering trades the amount of lost time probably averaged about 10 per cent; whereas in our case the amount of lost time averaged a half of 1 per cent—one hour out of every 200, instead of 20 hours out of 200." The following form has to be filled in and signed by all applicants for employment with Messrs. Creed: "I am a total abstainer from all intoxicating liquors and have been so for . . . . years, and if engaged I undertake to remain such as long as I am employed by Creed & Co."

Insurance Reduced

The firm has no difficulty in getting men to work for it who are able to give this undertaking, and they get a very good class of men. Among the direct results of the total abstinence scheme are better time-keeping and fewer accidents. The four-year average premium for insuring employees paid by firms doing similar work to that of Messrs. Creed was 8s. 6d. per cent; theirs was 4s. 6d. per cent; and their claims upon insurance companies were only one-seventeenth of those of other firms. Their average of lost time for the four years, 1921-24, was 1.68 per cent, as compared with 15 per cent and upward with some others.

It is astonishing to find a bishop of the Church of England Dr. Hensley Henson of Durham, speaking of liquor as a great industry. "It is nothing of the kind," retorts Mr. Leif Jones, who has been president of the United Kingdom Alliance for nearly 0 years. "It is great, it is swollen, it is bloated, but it is not an industry. An industry enriches the Nation; drink impoverishes it. An industry beautifies life; drink makes everything ugly. Industry helps mankind forward; drink clogs the wheels of progress in every direction. The shipping trade is depressed, the mining industry is on its last legs, in our engineering works unemployment is a dreadful story; but the brewers and distillers are making vast profits. Theirs is a parasitic trade, sucking the life-blood of the other industries of this country."

Wages Paid

That the liquor trade gives less employment in comparison with the turnover and the profits than any real industry is clearly shown in an open letter recently addressed to the British Prime Minister by the editor of the Leicester Leader. From the census of production he compiled a table showing the net output per person employed in four selected industries. The figures are: Textiles £76, timber £89, engineering and shipbuilding £99, brewing £331. These figures mean that the same amount of money expended in each of these trades would give employment as follows: Textiles £2200, timber £1900, engineering and shipbuilding £1600, brewing £500. Thus the drink trade not only causes enormous waste in every department of the life of the people, but it contributes less to it in the way of employment than any of the Nation's industries.

On the other hand, Philip Snowden points out that the more people there are employed in the drink traffic the stronger is the indictment against it, because it is the diversion of labor that ought to be usefully employed in the production of wealth and not the production of a commodity which injures the health of the people and reduces their physical efficiency.

Dunfermline, Famed for Linen, Enters Into the Silk Industry

DUNFERMLINE, Scotland (Special Correspondence)—Many are the claims of Dunfermline upon the attention of the visitor. Malcolm Canmore, and Margaret, Scotland's Saxon Queen founded nearly 1000 years ago its beautiful Abbey and the tomb of the Bruce is in its shade. It is the birthplace of Andrew Carnegie to whom the town owes its library, baths, institute, and schools, also its beautiful natural park—Pittencrief Glen.

Dunfermline's damask linen is known all over the world. The craft of weaving has been practiced since 1491 and the town now stands as the chief seat of the table linen manufacture in the United Kingdom. For tablecloths alone there are upwards of 5000 designs and others are constantly being added. Joseph Paton—the father of Sir Noel Paton—assured artistry of design in the earlier stages of the industry and this reputation has grown with the years.

Much of the linen is bleached in Perthshire, where the waters of the Tay are particularly suited to the whitening of the damask. The quality of the linen is determined by the number of its threads to the inch and to its feel—softness being necessary for draping and folding.

The Castleblair linen factory has now been taken over by a Swiss firm and is being rapidly transformed into a new silk factory. Swiss girls are installed to teach the local girls how to work silk looms. The Scottish girls are apt pupils and though the work is very different from what they have been doing, it is hoped that the new industry in this ancient town will soon be a thriving one.

EDINBURGH AN EDUCATIONAL AND INTELLECTUAL CENTER

Children Can Go Direct From Day School to University—Printing Industry Important—Leith Port Now Part of Capital

EDINBURGH (Special Correspondence)—The city of Edinburgh is a recognized center of education, having within its bounds all the necessary educational agencies which enable all children, irrespective of circumstances, to go direct from the day school to the Central Institution of the University. It possesses free and free-paying schools of every type. Its university is world-famous and its technical education stands second to none.

The printing trade of Edinburgh has gradually trained a fine body of skilled craftsmen. Year after year the printing trade has looked to Edinburgh for its best workers, and at the present day any book issuing from this city can still be distinguished by the care and knowledge shown by its expert readers.

Various subsidiary industries have grown up round the printing trade, such as the making of printing machines, locks, and stereos, the casting of type, and the binding of printed books. The total number of men and women employed in the printing and allied trades in Edinburgh at present is over 10,000.

Edinburgh is particularly strong and safe on its financial side. Five of the Scottish banks and 15 of the great Scottish insurance companies have their head offices in Edinburgh. The total of the subscribed capital of these banks is about £30,000,000, and their total assets round about £145,000,000. The stability of the Scottish banks is acknowledged throughout the world, and the part they have played in helping to develop Scotland is a great one.

Of the minor industries there may be singled out flour, milling, rubber manufacture, and certain branches of engineering, because of their up-to-date methods of equipment.

Municipally, Edinburgh and Leith are now united, as in 1920 the two towns joined hands. The port is of ancient origin, but because of the burnings and sieges it has undergone at the hands of its enemies it contains fewer buildings of antiquarian and historic interest than one would expect.

James IV founded the Scottish navy and introduced into Leith the art of shipbuilding. The port has always been famed for its sailor men. Today it presents all the features of an up-to-date port, its docks being furnished with every modern convenience for facilitating traffic. It holds the chief maritime position on the eastern seaboard of Scotland and stands second only to Glasgow among the Scottish ports.

Facing the continent of Europe, it is ideally situated for trading with the seaports of the northwestern portion of the Continent. Its British coastwise trade encircles Great Britain, and in the foreign trade there are established trade routes between Leith and Norway, Sweden, Denmark, Germany, Russia, Holland, Belgium, France, Spain and Portugal, America, Canada, China, Japan, and Straits ports.

Coal is the heaviest export of Leith, much coal being raised in the Lothians. Some of it is mined under the sea, this coal field, it is believed, being one with that of Fife on the other side of the Firth of Forth. In the Lothians the coal owners have been abreast of many of the Coal Commission's recommendations. The pits have been grouped, the machinery is of the latest, and the housing good.

As so much grain is brought into Leith, the port is a large milling center. The various fruit brokers handle large quantities of fruit and vegetables, much of it being dispatched from the ships' sides to the west of Scotland, with so little delay that perishable fruit arriving in Leith one day is in the hands of its ultimate consumers the next. The fact that seven-elevenths of the country's supply of timber comes from the Baltic and the White Sea explains the position of Leith as one of the chief timber ports in the United Kingdom.

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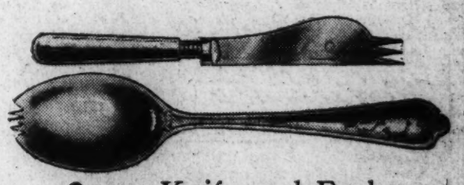
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Tannahill's "Warlock Craigie," Mill o'Beith, near which lived Robert Fulton, pioneer of Steam Navigation on the Hudson. Photo by S. Porterfield.
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BUILDING EFFORTS SOLVING BRITISH HOUSING PROBLEM

Erection of Over 600,000 New Houses Marks Progress Toward Normal Status—Minister Says: "We Are Beginning to Overtake Arrears"

By C. F. G. MASTERMAN
A Distinguished Parliamentarian, and Noted Author and Publicist

Special from Monitor Bureau

LONDON—In the midst of the general anxiety concerning the future of British trade and the prosperity of the British workingman there is one advance which exhibits a clear gain in human welfare since the close of the war. Curiously enough it is an advance toward the solution of a problem which seemed for many years the most intractable, and indeed had almost been abandoned by all political parties in despair. That is the question of the housing of the mass of the people of this island.

In 1919, as practically no houses had been built for nearly five years, the conditions were beyond measure deplorable. Houses had to be built, not only for the natural advance in population and for the soldiers returning from the war, but also to make up for the lack of the normal replacement of worn-out houses during the years of actual fighting. Although a restriction was placed upon the rise of rents which has continued until this day, with some modifications, and therefore, through such restrictions families were enabled to continue to pay non-competitive prices for their own homes, the first results were the crowding of slums, the housing of three or four individuals and even three or four families in one room, and the camping out of decent respectable working men in barns and pigsties and disused vans—anything which would provide a shelter over their heads.

Building Plans

There have been four efforts to overcome this shortage. The first, under Mr. Lloyd George's Coalition Government, promoted by Dr. Addison, involved the building of houses by public authorities with an enormous subsidy granted to them. This was at the time of the boom in all trades which followed the war. As a result, houses were built, but they were built at such an expense as to create a permanent charge of many tens of millions upon the national exchequer.

In the later period of Mr. Lloyd George's Coalition Government, when the great cry for economy arose, led by what was known as the Geddes Report, it was determined that this policy was suicidal. Sir Alfred Mond replaced Dr. Addison with a definite mandate to slow down or stop the Addison program and to permit houses to be supplied under the ordinary rules of supply and demand. The costs of building, indeed, fell with the fall of the effective demand for houses, but so also fell the number of houses built for working people. When the Conservatives, under Mr. Baldwin, came into office, the newspapers were full of accounts of the lamentable conditions in which decent families had to exist, and the demonstrated fact that the Nation was steadily falling into arrears instead of gaining on the shortage and scarcity of working-class houses.

A Limited Subsidy

In the third stage Neville Chamberlain, Minister of Health, adopted a system of limited subsidy. Everyone who built a house below a certain rental value was entitled to claim from the state, as a free gift, £75 for each house built. The minimum of conditions was laid down, and even if the house was built and let at extravagant rent by the private speculator or sold with a substantial profit, he could still come to the Ministry of Health and obtain an extra £75 in cash. The nation had then become convinced that the right policy was to build more houses of all types as rapidly as possible, realising that the more houses built the quicker the supply would overtake the demand, and that, therefore, by the natural law of competition the rents in all houses would fall and the terrible results of overcrowding be mitigated.

In 1924, when the Labor Government come into power, the fourth stage of this story began. Mr. Wheatley, their Minister of Health, found that, although there were plenty of builders who were prepared to build houses and sell them to those persons who could pay out of their small savings, there were practically no private builders who would build working-class houses for letting purposes, and that therefore those members of the working classes who could not buy their houses were still in the same desperate condition of overcrowding as they had been many years before.

Mr. Wheatley therefore proposed, in the Housing Bill which was passed in 1924, with the help of the Liberals and against fierce Conservative opposition, that far greater subsidies should be given to the public local authorities to persuade them to build houses in order to let them, and that the rent per week at which these houses or tenements should be let should be reduced by that subsidy to the amount which the average working-class family could afford for such accommodation. The bill was criticized as a subsidy in aid of wages, for if rents are artificially reduced, wages will not be raised to cover those rents. It was also condemned as socialistic, because the subsidy was only given to public bodies and not to private builders, although Mr. Wheatley was content to leave the private builder with the right to demand the £75 per house which was given in the former act of Mr. Chamberlain.

A Definite Advance

The result has been, for some not quite explained reason, a very substantial advance in the building of working-class houses and an advance not so much by the public authority with the bigger subsidy, as by the private builder with the smaller subsidy. There seems, too, to have been a definite turning of the private speculative builder, as well as of the public authority, once again to working-class building. The numbers are increasing, so that instead of losing upon the natural shortage by which (1) so many houses every year pass out of the possibility of human habitation and (2) by which the natural increase in the population demands more house room and shelter, we are beginning to gain on the arrears left by five years of nonbuilding. We have not indeed made up for the arrears of a large proportion of the population still living under illegal conditions of overcrowding, and in tenements which are not condemned because there is no alternative accommodation provided.

The following numbers exhibit our right to express some optimism concerning the vital question of the homes of the people, despite the darkness of other problems concerning trade and industry. Up to March of this year, the total number of new houses completed with state assistance since the war was some 380,000. There were also, at the same date in connection with state schemes, another 77,000 houses under construction; a further 60,000 arranged for, but not started, and nearly 80,000 houses also, authorized with state help, concerning which no definite plans had been completed.

Homes for 2,500,000

Since the war over 222,000 houses, mostly for the lower middle class and artisans, have also been erected by private builders without state assistance. The total number of new homes may therefore be taken at a little over 600,000, and allowing the modest average of four persons to each house, these figures represent nearly 2,500,000 of our working population decently housed. The average per year from 1900 to 1914 was 93,000. "More houses," the Ministry of Health declared, "are now being built than are required to overtake the growth of population; and we are beginning to overtake arrears."

In one last set of figures I may state that first under the Addison scheme of 1919, which gave large subsidies for public authorities for building, we have built nearly 175,000 houses; that under the Chamberlain scheme, with its subsidy to private—as well as public—builders we have built some 140,000; and that under the Wheatley scheme for giving subsidies to houses for letting we have built some 25,000 houses. And the most cheerful fact about the whole situation is that, despite the continual rise in the price of houses, which in two years has gone up, for a parlor house, from £450 to £500, very large plans are still being made by private enterprise, with the aid of the £75 subsidy, for building houses suitable for the working people.

Rural Homes

Two difficulties remain. The first is the building of houses in rural England. The agricultural laborer has, up till now, had his house provided for him by the landlord or farmer, either rent free or at the almost trivial amount of 1s. 6d or 2s. per week. The provision of a new house, even with the subsidy, would require a rent of 7s. to 10s. per week. His wages are fixed under the Wages Board, mostly miserably low, and it is quite impossible for him suddenly to take out of his wages this increase of 7s. or 8s. In consequence there is no building proceeding in agricultural England, and that is one of the main reasons why the population are leaving the villages so rapidly for the towns or for emigration beyond the seas.

The second is the definite question of what are called "slum areas." They exist in all the large cities, and they represent areas in which the whole population suffers as a result of these conditions. And they are districts which everyone agrees are a disgrace to our civilization. The inhabitants of the slum areas do not move into the new houses, for they cannot afford to pay the rent on the one hand, and on the other, in many cases, they prefer even the slums in which they dwell near their work, to the type of garden-suburb houses which may be 10 or 12 miles away, and only accessible by struggling for bus and tram every morning and evening.

Roads to Country

The only way in which such areas can be made centers of human benefit, instead of centers of human suffering, is by the actual clearance of whole streets scheduled for the purpose; the driving of great roads through these areas to the regions outside, along which roads may come rapid locomotion which will bring the people to their work in the minimum of time. This has not been undertaken on any large scale by the Government up to the present. It is a very expensive operation, and as law stands at present is complicated by every possibility of delay, both through the slum landlord, and through the road authority not spending its surplus in the creation of those new great highways which would bring light and air into these pitiful regions of stunted life.

Yet on the whole there is advance in human welfare which some of us who have been engaged in the problem for 20 years are regarding with great hope. New methods of building houses, such as the so-called "steel" house, "concrete" house, and others, are being advanced beyond the experimental stage. The new houses are almost always provided with gardens, a new and welcome feature of industrial life.

It seems probable that if the present advance in the number of houses normally built is continued, the housing problem created by the war may be solved in a manner not unworthy of a great people.

Glimpse of the Cultural Side of the Commercial and Industrial Metropolis of Scotland



© The Bulletin

Glasgow, Showing the New Kelvin Hall Under Construction, in the Foreground; Glasgow University, in the Center; and the Kelvingrove Art Galleries, at the Right.

BRITISH WORKER UNIMPRESSED BY THE APOSTLES OF VIOLENCE

Trades Union Federal Secretary Says the People Are Turning Away From Unfilled Promises

By W. A. APPLETON
Secretary to the General Federation of Trade Unions

Special from Monitor Bureau

LONDON—Indicating the trend of trade unionism is even more difficult than forecasting the weather. In the latter process there are certain ascertainable data, observable signs, and scientific formulas, which assist deduction without necessarily assuring desirable results. So it is with trade unionism. Both in respect of the weather and what is appositely termed the "movement," there are signs and tokens suggestive of possibilities, and it is within the competence of the shrewd observer to estimate the trend of these, but he would be unwise to dogmatize too seriously about them.

Inherently, trade unionism is not a revolutionary movement. It exists to exact shares, not to precipitate destruction. In America, recent and present leaders of the unions have appreciated the danger of destroying willingness to treat economic subjects on an economic basis; but in Europe, where mentalities and conditions have been abnormally disturbed by the greatest war the world has yet known, there have been confined but definite and continuous attempts to make trade unions the foundation for organized revolutionary activity.

Possesses Excellent Press

In Great Britain this tendency has been more marked than widespread. It has had an excellent press, but while being vociferously acclaimed by the few, it has been apathetically, or contemptuously ignored by the many. The Russian failure to realize economic Utopia by revolutionary action, together with the constructive poverty of the revolutionary schools of thought in other countries, has been more effective in eliminating the desire for violent upheaval than has propaganda consciously aimed against it. It may, therefore, be safely argued that in spite of propaganda which has been interested, intensive, and in some cases lucrative, there has been no general penetration of revolutionary theories among the mass of British workers.

Even among the miners, who are often quoted as examples of extremism in trade union affairs, there is a greater desire for, and appreciation of, the value of industrial peace than is suggested by the speeches of some who claim to lead them.

Russia's Poverty Visualized

The average British worker is far from being a fool and he has seen Russia impoverished in spite of her very valuable internal resources; he has also seen her begging at the gates of other countries for credits and other forms of assistance. He has, in addition, heard and read the utterances of those who, in preaching revolution, have ignored the need for feeding the peoples of densely populated countries during the transitory periods; or who have stupidly imagined that food and raw materials would continue to arrive while the means and methods of paying for them were being destroyed and reconstructed. He is not impressed by the apostles of violence, but on the contrary, is realizing more generally that peace is preferable to strife and that production and not destruction is the basis of well-being.

Growth of Understanding

It does not necessarily follow that the capitalistic lion and the industrial lamb will immediately agree to dwell together in unity. While there is no questioning the growth of understanding among the trade unionists, it would be wrong to assume that axes were buried and that all employers and all employees were mutually seeking that peace which is so essential to progress. Existing evil, conscious or subconscious desire, and unmindful ambition, all obstruct economic understanding.

Evil will need to be subdued, desire educated, and ambition purified before industrial conflict can be materially and permanently reduced. But, in the meantime, and as a start, it is good to see the people turning from the flashing but unfulfillable promise and facing the problems of life with more sober appreciation of their complexity and difficulty.

"Aggressive and Expansive"

British trade unionism has always, and of necessity, been aggressive and expansive, but it has never been actually or for long, idiotic or anti-national. It grew out of a situation full of horror, oppression, and disregard of human needs and human duties, and if it were ever ethically possible to justify human retaliation for wrongs persistently inflicted, it would be easy to cull, from irrefragable history, facts which would overwhelmingly convict the employing side.

Outside a limited circle, however—and this more political than trade union—I greatly doubt whether there is any real desire continuously to weight the present with memories of a tragic and sorrowful past. The poor are, in the main, much too loving to carry malice forward, as the accountant does his credit or debit balance, and given practical evidence of square dealing, they will increasingly turn towards peaceful negotiations and effective production.

Two Responsible Organizations

There are, in Great Britain, two organizations which carry grave responsibility in respect to the future attitudes of employees and employers. They are the Trade Union Congress and the Federation of British Industries, which is the trade union federation of employers. Other bodies there are, possessing responsibility and influence, but not to the same extent as the Congress and the Federation. What these two organizations say and what they do will retard or accentuate the growth of the conciliatory spirit. Neither of them can, however, permanently arrest it; if they make the attempt they will court supersession by more enlightened and acceptable authorities.

A minority of the general council really believe in the theories these resolutions enunciate; the majority, owing to their political association, will be able to forget many decisions and their implication.

The Federation of British Industries seems, from its constitution, to have advisory powers; it undoubtedly possesses sufficient intelligence to attempt industrial understanding. Recent hesitancies over plunging into economic disturbances, which the general council of the Congress has displayed, suggest that this body may be approaching a similar state of intelligent sufficiency.

Decreasing trade union memberships suggest dissatisfaction with existing policies and methods, and unless there is forthcoming wider outlook and higher courage, other bodies, or the peoples themselves, acting less perhaps upon intelligence than preservatory instinct, will push forward toward economic truth and industrial peace.

CLYDE IN LEAD IN SHIPBUILDING

River Gives Excellent Outlet for Extensive Industries of Glasgow

GLASGOW (Special Correspondence)—The story of Glasgow's industries, as recorded in the annals of the city, begins with the fifteenth century.

In the early days trade was confined almost exclusively to Scotland itself, but after the union of the rowns, in 1603, new avenues were opened up, and records are available of the first export to France of preserved salmon and pickled herrings in 1668.

The union of the parliaments, in 1707, opened still further opportunities for colonial trade. Cotton spinning was an important feature for a long period, but today most of that work has been centralized in Manchester, and only a few factories in the East End carry on the manufacture of fancy styles, muslins, cambrics, and ginghams, chiefly for the East Indian market, and of lace curtains, a large proportion of which find their way to America.

The tanning or preparation of hides, and manufacture of leather goods, provide employment for no inconsiderable section of the population, the finer leathers being used to supply the bookbinders, whose work has heightened Glasgow's reputation for artistic taste and honest craftsmanship.

The situation of Glasgow on the River Clyde has, without doubt, been the foundation of its world-famed shipbuilding.

The many financial problems which are part of the aftermath of war have contributed to make things hard for the shipbuilders. But with new circumstances there will always be the wisdom and courage to handle them aright, and the Clyde shipbuilders are no exception to this rule. In spite of difficulties, the number and tonnage of ships launched from Clyde shipyards during 1925 was more than the highest total of any foreign country and equal to the aggregate of the four leading English areas.

In marine engineering, constant experimenting with steam turbines is proceeding.

Glasgow's unrivalled position geographically makes the city an ideal distributing center. Its ships bring home raw materials from far and near and take back the products of its industry. Its locomotives and huge motor vehicles carry its goods to every part of Great Britain. The abundant means of ocean transport offer to its workers the opportunity to share with others the results of their study and activity, and enable those of other countries, by the interchange of the fruits of their labor, to prove that "what blesses one, blesses all."

BRITISH OBTAIN CHEMICAL LEAD

Prewar Import of 80 Per Cent Is Replaced by 80 Per Cent Native Supply

Special from Monitor Bureau

LONDON—One British industry that stands today on the foundation of firm achievement, just as it did prior to 1914, is the chemical industry. Soundly capitalized, and with a progressive research policy that has kep it fully in the front rank with the chemical industries of the United States and Germany, it has gone ahead winning an increasingly larger share of the home market and expanding its sales in export trade to all parts of the world.

New British processes for refining petroleum derivatives have resulted in a large demand for British-made chemicals, and a large trade in these products is now going forward. In bleaching powders and kindred lines substantial increases are being made.

Dyestuffs Industry

The British dyestuffs industry has been subjected to a good deal of criticism, but this criticism has generally had to do with finances and not with technical progress. The fact is that very substantial gains are being made, especially in connection with the rapidly growing artificial silk industry. Quality has been improved and prices reduced all along the line, and whereas seven years ago 80 per cent of the dyestuffs supply was imported into Britain, today the home industry supplies that percentage of the total used.

In fine chemicals progress can be measured by the fact that twice as much trade is being done as in the best prewar years, while more than 1000 fine chemicals, not made in Britain before 1914, are now manufactured at home. In weight the present output of fine chemicals in 1925 was more than three times that of prewar years, while by far the greater part of the photographic chemicals and other products coming within that class are now made in Britain. Continuous price reductions have followed progress in research and since 1923 the average reduction in the price of 500 different typical fine chemicals has been 47 per cent.

Greater Co-operation

A great fixed nitrogen industry is under development in Britain and this, together with the greater co-operation which is taking place among the leading factors in the industry in respect to research, assures continuing expansion. Industrial alcohol from molasses represents an industry which has now been well established, and with the increased uses to which industrial alcohol is being put it is hoped that a very large industry will eventually develop along this line.

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SEEDLINGS FROM KEW GARDENS ORIGIN OF HUGE RUBBER TRADE

Seeds Were Collected in Amazon Valley—Capital Invested in Industry Mostly British—Object of the Stevenson Scheme Explained

By H. ERIC MILLER
Chairman, Harrisons & Crosfield, Limited

Special from Monitor Bureau

LONDON—Until the beginning of the present century the output of wild rubber from South America and Central Africa was sufficient to satisfy the world's needs. But long before this the British Government, with a view to developing valuable economic products in its various dependencies, caused rubber seeds to be collected from one of the best producing districts of the Amazon valley. These seeds were germinated in the Kew Botanical Gardens in London and the seedlings were shipped to Ceylon. It is to these seedlings that the whole of the rubber planted in the East today owes its existence.

For several years many other varieties of rubber producing plants were experimented with, but it was soon found that the Hevea Braziliensis was the best adapted for civilization in plantations in the East.

Progress was slow at first and by 1900 only a few hundred acres were planted. This, of course, was only natural, because it obviously takes many years before planters could be satisfied that a tree which grew wild on one part of the globe would flourish equally well under totally different conditions in another, even though temperature and rainfall in each of these areas were more or less similar. But there was a more important reason.

Increase in Demand

Although the existing supplies were just sufficient to take care of the existing demand, the rate of increase in demand at that time was slow, and unless it were to increase more rapidly additional supplies could only force down the price and make the cultivation of rubber unprofitable.

These were the reasons why, notwithstanding the fairly high prices then ruling, only about 60,000 acres were planted up between 1900 and 1905. By 1905, however, the automobile had established itself and a new demand for rubber with great possibilities of expansion was quickly making itself felt; without rubber rapid expansion of motor transport was impossible. Although many important and critical problems had still to be solved and although no return could be expected on capital sunk in opening up plantations for six or seven years, yet the risk of planting up huge areas during the years of 1905 to 1910 was readily assumed by British producers, and by 1910 about 1,000,000 acres had been planted up. In the meantime the rapid adoption of motor transport was placing a heavy strain on the existing sources of supply, and in an acute though temporary crisis in 1910, the price of rubber was carried, partly by speculation, to $3 a pound. The high price ruling in the years 1909, 1910, 1911 resulted in a large amount of capital being diverted to the industry.

Capital Mostly British

The bulk of this capital was British, but a considerable amount of Dutch capital was invested in their possessions in the East, and Chinese, Japanese, Belgian, French, Swiss and German capital all found its way into rubber. From 1910 onward the natives have taken eagerly to rubber planting, and today roughly one-third of the planted area is in their hands.

Although the expansion of the motor industry, and therefore the consumption of rubber, was progressing at a more rapid rate in the United States than elsewhere, it is significant that comparatively little American capital has been invested in the producing side of the industry. There were, of course, reasons for this. The average American does not care to wait six or seven years for a return on his investment, nor does the risk of opening up an undeveloped country so far away from home appeal to him. Moreover, the development of the immense natural resources of his own country offered good opportunities of investing money under the control of his fellow citizens and of laws and customs with which he is familiar. Nevertheless, had the general investing public in the United States taken a little more active part in the development of the producing side of the industry they would have had more sympathy with the various schemes which have been brought into existence to regulate the supplies of rubber.

During the War Period

Notwithstanding the advent of the World War—indeed, possibly indirectly as the result of it—production and absorption of rubber kept pace with each other, due allowance being made for the increase in stocks necessary for the efficient working of an expanding industry. The short but acute crisis, in the autumn of 1918, was the result of a shortage of shipping; it disappeared when the war came to an end and a period of prosperity, both to producers and manufacturers, seemed assured.

When, about the middle of 1920, the price of crude rubber began to fall rapidly, there were few who realized that a fundamental change had come over the industry. The improvement of the manufacture of tires, especially the widespread adoption of the cord tire, reduced the average annual consumption of crude rubber per automobile and created a gap between potential production and actual absorption which has not yet been completely filled. Undoubtedly the world-wide trade depression which set in about the same time exercised a considerable influence, but it also concealed the true nature of the change in the industry.

Heavy Stocks Built Up

Tire manufacturers had planned and were actually carrying out large extensions to their factories, they were apprehensive of their future supplies of rubber—many had entered into forward commitments at prices ranging from 60 to 70 cents per pound—and by the middle of 1920 they had built up heavy stocks, both of crude rubber and of tires and tubes.

When the demand for tires failed to materialize the factories found themselves in difficulties. They abruptly and drastically curtailed production, resold part of their rubber, which had the effect of forcing down the price, and in order to stimulate sales they made drastic reductions in the price of their goods.

The losses which they made by selling their goods at prices which were much below what they expected to obtain when they purchased their rubber and cotton were enormous and nearly all of them passed through a very critical period.

Curtailing Output

The manufacturing side of the industry is more highly centralized than the producing side, and while the manufacturers under economic compulsion drastically curtailed their output, a similar course of action was not possible for producers, who number several thousand independent individuals and companies of various nationalities owning estates, varying in size from 25 acres up to and over 20,000 acres, and who are responsible for roughly two-thirds of the total output, the balance being supplied by a few hundred thousand native holders.

The producing side was also faced with other difficulties from which the manufacturing side was comparatively free. With the exception of Java and India, which have indigenous labor, all the other important producing countries have to recruit their labor from countries outside their boundaries; recruitment and training of such labor is a considerable expense to a rubber company.

Moreover, if production were to be stopped and the labor forces disbanded, the company was still faced with the expense of repatriating them and with the further expense of recruiting them when they were again required. The rubber factory does not incur such expenditure.

Expense of Upkeep

Furthermore, if an estate is not to have its value seriously impaired, it cannot disband its labor and avoid the other expenses required for weeding and general upkeep and also for keeping down pests and disease. This heavy expenditure must be incurred whether tapping is done or not. If estates entirely closed down they would get into a condition from which it would be practically impossible to resume production, owing to the rapid growth of secondary tropical forest, and certainly not without incurring enormous expenditure.

Throughout the whole crisis the view was held here that the world would ultimately need all the rubber the then existing planted area was capable of producing, and the fundamental problem facing the producers (the manufacturers being unable to give any assistance in the matter) was how to preserve intact the world's productive capacity. The older estates, which had had time to establish reserves, were in a position to weather the storm, but the young producers had not had time to accumulate reserves and were obliged to adopt more drastic tapping, with every fall in the price, in order to make ends meet; they were, in fact, living on their capital.

Unless, therefore, the supplies of rubber were regulated to meet the curtailed demand, it would have meant the submersion of a large source of rubber which must ultimately have had serious effects on both manufacturers and consumers alike.

Supplies Curtailed

The voluntary restriction scheme of a Rubber Growers' Association lasted from Nov. 1, 1920, to Dec. 31, 1921, and that, combined with unorganized restriction elsewhere, did have some effect in curtailing supplies. But this scheme, like many others which were proposed during 1921, depended on voluntary support, which could not be made binding, especially as a large number of producers were not in a financial position to restrict output.

Moreover, about this time it was becoming clear to many that the gap between actual absorption and potential production was likely to persist for some years—and the weakness of any voluntary scheme was becoming obvious. The British Government, partly to assist an industry which was an important imperial asset, but mainly to assist some of its dependencies which, owing to the crisis in the rubber industry, were in serious financial difficulties, and whose native population, which was largely dependent on rubber, was faced with ruin, appointed the Stevenson Committee to investigate the whole situation, and brought into force in Malaya and Ceylon on Nov. 1, 1922, the recommendations of this committee. Most of the British producers in the Netherlands East Indies voluntarily regulated their exports on the same lines.

The Stevenson scheme has been abused with the utmost freedom during the past year, and that perfectly straightforward scheme has been used as a convenient whipping-boy to take the blame for very glaring errors in human judgment. People seldom take the blame on themselves, but unwarranted abuse of others evokes no genuine sympathy.

Without going over the minute details of the Stevenson scheme, its essence is that the power to regulate supplies was put in the hands of the buyers; in other words, primarily into the hands of American manufacturers, who absorb about two-thirds of world production of rubber. All they had to do was to pay the low price of 30 to 36 cents per pound and they would have thus been able to build up magnificent reserve stocks of this valuable raw material. In view of the importance of the automobile industry it is difficult for us over here to understand why this prudent step was not taken.

Error of Judgment

There are explanations to be found, but they do not alter the fact that a bona fide and widespread error of judgment was made. Speculators cannot be excluded from the market, and quite regardless of the Stevenson scheme, if buyers in any commodity misjudge their buying opportunity they generally have to pay for it.

The problem of adjusting supply exactly to demand at all times and under all circumstances, thus obviating violent price movements, is not one which is peculiar to the rubber industry—it is common to most industries. I see that the copper producers, headed by United States interests, are just completing a far-reaching combination to control their sales.

Cuban sugar producers have got restrictive legislation passed to lift the sugar-producing industry out of the state of depression into which it has lapsed through overproduction. The United States is heavily interested in that industry, too, yet the men who so freely denounce our rubber scheme are remarkably silent about copper and sugar, and many other commodities which the public never hears about, but where the adjustment of supply to demand calls for organized remedial measures.

Supply and Demand

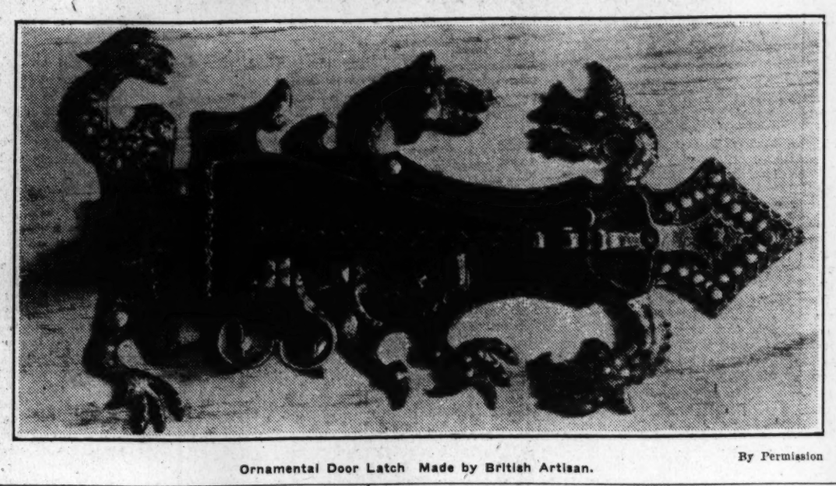
Facts will assert themselves, and we know nowadays that the old idea of letting the so-called "law" of supply and demand operate haphazard means ruination to many and benefit to remarkably few. What would it have profited the world if the plantation rubber industry had been submerged till the last gasp, only to be painfully resuscitated and nursed up again to normal activity at great expense?

"Live and let live" is not a bad motto for individual or state to act up to, and between friends a straight expression of opinion is not only permissible, but desirable in the best interests of their friendship. Nature has been very bountiful in her endowment of the territories comprising the United States of America, and its industries have been protected by tariff legislation with the result that it enjoys unexampled prosperity throughout all ranks of citizens.

Why, therefore, begrudge Great Britain the possession of an ewe lamb or two? Rubber today is selling at well below its market price before the war; and its exchange value against all commodities, including foodstuffs, which Great Britain buys largely from America, is only one-half what it was in 1913. Applying this calculation to the cost of tire mileage, which has been vastly improved since then by scientific developments in tire building, the automobilist is getting his tire mileage at about one-fifth only of its prewar cost.

International trade depends on the exchange of commodities between nations, and if the United States were self-supporting in all commodities, how could it trade with any other nation?

Blacksmiths Turn to Decorative Iron Work



By Permission

Ornamental Door Latch Made by British Artisan.

BRITISH RURAL INDUSTRIES SURVIVE DESPITE COMPETITION

"Bodger" in Buckinghamshire Earns Livelihood by Turning Chair Legs by Hand—Blacksmiths Apply Skill to New Lines—Chair Making Revived

Special from Monitor Bureau

LONDON—In the push and hurry of modern methods, with machinery applied in the manufacture of nearly every article that was formerly turned out by hand, it is perhaps hardly surprising that the average man or woman does not worry him or herself with the plight of once prosperous rural industries. But though in these industries there may, in some cases, be only a spark left, this may only need a gentle fanning to make it glow again.

How dim this spark has become in some instances may be gathered from the following. At a place in Northamptonshire, where some 40 or 50 men used to be engaged in turnery, there is now only one remaining. With the simple equipment of a treadle lathe and a pivoted bench knife he turns out with wonderful rapidity plow handles, taps, pump fittings, bowls, egg cups and butter stamps. Another single-handed worker, whose work is seen at shows, lives in Cardiganshire.

Much has been done to help the trades of blacksmith and wheelwright to rise from the slough of despond in which the advent of the motor and the disappearance of the horse and cart apparently held them. For the smiths, demonstration vans have been provided for certain counties, showing what may be done with an acetyline welding plant and modern tools. They are being encouraged to turn their skill to decorative iron work, and many are doing so with benefit to themselves. At a recent exhibition of smiths' work in London there was a delicately beautiful entrance gate and several fire-basket braziers, decorative door hinges, locks, fire dogs, fire irons, letter boxes, and many other articles.

In Warwickshire an old chair-making industry has been successfully revived. The chair generally made was the old pattern "ladder-back" with rush seats. A Gloucestershire gentleman, E. W. Gimson, in the late nineties set himself to learn this traditional industry, and it is from him that chair making has again been started in Warwickshire.

An industry that may be properly classed as "rural" is that of glove making. Down in the southwest of England in Dorset and Somerset, large numbers of women and girls add to the household exchequer by sewing gloves. These are farmed out by big firms, but there is little profit in it at present owing to price cutting from the continent.

Another country trade in which the good workman can do well is wood-turnery. Wooden bowls, plates and saucers find a ready sale, as do the oval dishes and fruit scoops cut from solid wood. The oval dishes are especially popular in America. They are generally made from sycamore or maple. Honey jars, bread boards, shaving soap bowls, napkin rings, egg cups and so forth can all be easily made with simple tools. Workers are being advised and encouraged to install simple oil engines for working their circular saws and lathes.

It is apparent that the old rural industries, some of which have flourished for hundreds of years, are not going under without making an effort to survive.

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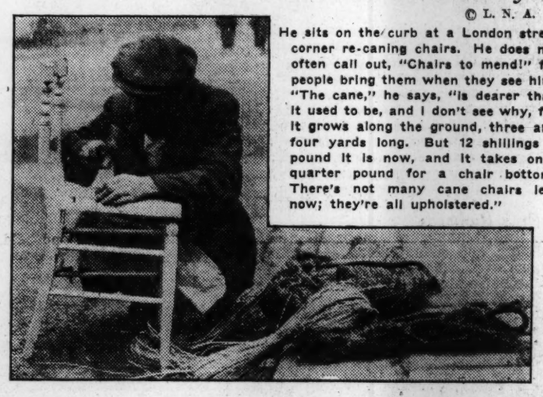
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"Chairs to Mend!"—An Old Industry

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He sits on the curb at a London street corner re-caning chairs. He does not often call out, "Chairs to mend!" for people bring them when they see him. "The cane," he says, "is dearer than it used to be, and I don't see why, for it grows along the ground, three and four yards long. But 12 shillings a pound it is now, and it takes one-quarter pound for a chair bottom. There's not many cane chairs left now; they're all upholstered."

High Quality of British Toy Causes Increasing Demand

Last Year 75 Per Cent of Toys Sold in Department Stores Were Made in Great Britain, Buyer Says

Special from Monitor Bureau

LONDON—The buyer in one of the biggest high-class toy departments in London, which has a toy bazaar at Christmas time covering 21,000 square feet, in speaking recently of her impressions of the British Toy Trade to a representative of The Christian Science Monitor, said:

"I am sure that the public over here do not realize how many toys are made in this country. Last year 75 per cent of the toys sold in our department were British. In fact, year by year we are selling more and more, because the work of the manufacturers of these goods is improving."

An Explanation

"Nevertheless a customer a year or so ago made a complaint saying that he was surprised to find that we were selling German toys. He took, as an instance, a tin engine priced at 1s. 6d., and inquired 'Why don't we make them here?' I replied that it was because we were making something more important and told him that that year I had spent more with one British manufacturer than with the whole of Germany."

"Our manufacturers are making cheaper trains this year. One firm, the Meccano people of Liverpool, for instance, whose cheapest set to now has been priced at 17s. 6d. are this year putting on the market a set which will sell at 10s. 6d. This set consists of a loco and tender and two coaches.

"Another splendid line is an English steam motor boat called "Miss America" which sells for 12s. 6d. We also have toy aeroplanes, every-one of which the maker guarantees to be a flier.

"The German manufacturers themselves admit the excellence of our toys. One of them who came over here and saw my Noah's Arks said to me, 'Now I understand why you buy British arks.' This ark which is beautifully made is produced in a tiny factory employing principally ex-soldiers. It is now being copied in Germany."

"Later it was learned that the ark specialist who is superintending its production had previously been doing good business in the States, though this has been considerably curtailed by the high tariff.

"I was also very interested to see that in Germany today they are showing English-made plush toys in the good toy shops. I saw the Chad Valley toys in the Berlin shops this year."

"The Chad Valley toys are very attractive plush toys. The company who make them have been for many years one of the biggest manufacturers of indoor games in the country, and during the first year of the war they started another factory for dolls, bears, and other plush toys. They now employ about 350 to 400 most popular toy that ever was.

"Another firm that have been in existence for 50 years produced the first Teddy bear to be made in England and Teddy bear became the hands.

Rubber Toys Sell Well

"Toys made of inflated rubber sell very well," it was stated. "One firm which started with water toys, ducks and swans, now makes all sorts of things, a terrier, and a monkey, and a Humpty Dumpty on a string, and a delightful big beach ball quartered in gay contrasting colors which is very popular.

"These original toys are a side line of a well-known rubber firm and came into being just after the war in 1919.

"Then the wooden toys are very good over here. There are Messrs. Lines Bros., who make the motors, wooden engines, wheelbarrows and rockinghorses."

This firm is said to have the biggest toy factory in the world, employing 800 and sometimes up to 1000 workers for toys and perambulator work. They were the first to make dolls'-house furniture in period styles, which has been bought a good deal by Queen Mary, and they export this furniture, as well as children's cycles, dolls' prams and dolls' houses.

BRITISH ARTIFICIAL SILK TRADE MAINTAINS QUALITY STANDARD

By HOLBROOK JACKSON
Editorial Director of National Trade Press, Ltd.

Special from Monitor Bureau

LONDON—The rise and progress of the British artificial silk trade has not been as rapid as that of other countries, and, although at the present moment Great Britain does not hold the premier position for bulk production, British artificial silk has maintained its supremacy for quality. Up to quite recently the extent of this trade was not fully realized by even the members of the textile industry. Many eyes were opened by the variety and extent of the artificial silk goods shown at the First Exhibition of British Artificial Silk, which was held at Holland Park Hall, London, during last April. Here many realized for the first time that Great Britain was not only the largest producer of high quality artificial silk yarns in the world but that she also had a genius for the application of artificial silk to practically all fashionable purposes.

On more than one occasion the history of invention has been marked by curious coincidences. Discoveries would seem to go in cycles, and it is a commonplace that new ideas arise with apparent spontaneity in different individuals and places. Artificial silk is no exception. The inventor was the French chemist, Chardonnet, who had been making experiments for many years before he succeeded in producing the new filament in 1884, but it was not until 1900 that he achieved final success.

At about the same time the English inventor, Joseph Wilson Swan, was experimenting along similar lines and in 1883 he produced a filament by dissolving nitrocellulose in acetic acid which he named "Artificial Silk." Chardonnet himself found early appreciation in England and the commercial possibilities of his invention were first explored by Wardle & Davenport of Leek, who still possess what is probably the earliest hank of Chardonnet yarn, and who patented the first process by which artificial silk was produced for commercial purposes.

But even long before that something approximating to artificial silk had been thought of in England, for as far back as 1842 Louis Schwabe, a silk manufacturer of Manchester, who made silks for Queen Victoria, read a paper before the Manchester meeting of the British Association in which he explained certain experiments he had been carrying out which he thought might lead to the discovery of a substance resembling silk. The most important investigations, however, and those which have had the most profound effect upon the new industry were carried out by the English chemists Cross & Bevan, who discovered the Viscose process, which, in conjunction with the spinning box invented by another Englishman, C. Topham, has proved the most successful of all processes of making artificial silk. This process dominates bulk production mainly through the English firm of Courtaulds, whose interests are world wide.

For many years Great Britain was the leading producer so far as bulk was concerned, but ultimately the United States of America took the premier position and latterly Italy has made such rapid progress, mainly through the efforts of one enterprising company, that she now holds the second position. At the moment of writing the third position is held almost equally by Great Britain and Germany.

But even from the point of view of bulk production this regional order of progress must not be taken at its face value, for the financial interests of the great producing firms are international. For instance, Courtaulds Ltd., the leading English firm, has financial interests in many countries, including a controlling interest in the American Viscose Corporation. This American corporation is actually a larger producer than the parent company. It controls no less than 75 per cent of the output of the United States of America, which combined with Courtaulds' production of 75 per cent of Great Britain's output, would give to the latter country a control of something like 30 per cent of the world's output. From this it would seem that the British interest in artificial silk is greater than that of any other country.

British Inland Production

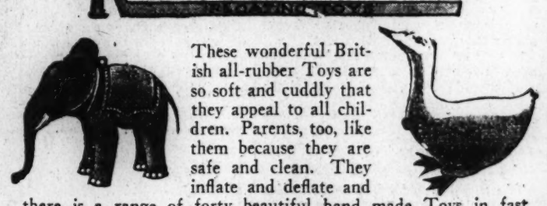
In addition to the world-wide interests of Great Britain the inland production is increasing at a very rapid rate. The production in 1923 was 23,900,000 pounds. In 1925 there was an estimated increase of something over 2,000,000 pounds; and the output for 1926 is estimated at 36,000,000 pounds. This progress has been influenced by the imposition of the new silk duties which have induced several big foreign producers to establish plants in Great Britain which will ultimately add greatly to the national production. But apart from that, the basis of artificial silk production is broadening.

In 1924 there were 14 artificial silk manufacturers in Great Britain. This number was increased to 29 in 1925, and the capital introduced into the new companies last year was £5,080,000.

It is impossible to expound this progress in detail for obvious reasons. The artificial silk industry is hedged about by closely guarded secrets largely of a chemical nature, and for some years to come, although production figures of more or less exactitude will be available, real progress must necessarily be hidden, blossoming from time to time in finished yarn or fabric.

Among recent examples may be instanced the great improvement in yarns. Research and experimentation have now borne fruit in finer, stronger, and more resilient yarn from each of the four basic processes, all of which are now being exploited in England. These improvements are further revealed in the beauty of the new fabrics, chiefly unions of cotton or wool and artificial silk, with interesting developments in the direction of a linen union.

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THE HOME FORUM

Lowell as Critic

IN A recent attempt to determine to my own satisfaction the value of James Russell Lowell as a critic I have been amazed and perplexed to discover that later critics and literary historians hold the most opposing views of his worth. Traditionally, of course, he held the foremost place among all American critics, "the only one of high rank," declares Mr. Woodberry, "that our literature owns, and the fineness of his quality is obscured by the very singleness of his position, since here are none to compare him with." Charles Eliot Norton said of him: "No such criticism, at once abundant in knowledge and in sympathetic insight, and distinguished by breadth of view, as well as by fluency, grace, and power of style has been heard in America. . . . The abundance of his resources as a critic in the highest sense has never been surpassed, at least in English literature," On the other hand W. C. Brownell, one of the most accomplished of contemporary men of letters, and Professor J. J. Reilly, who has recently published a pretentious study of Lowell, hold his work in the slightest esteem—the latter contending that he is not a critic at all but merely a superficial impressionist!

Now there is only one way to court of appeal in such cases of extreme differences of opinions: the words of the man himself. As St. Beuve said, "Avec des citations bien prises on trouverait dans chaque auteur son propre jugement." Let us then ask: What did Lowell conceive to be the function of criticism and how did he apply his own professed conception?

Happily, he has left no uncertain or inadequate statement of his critical faith. That he was no mere impressionist is clear from his assertion that unless we admit certain basic ideas "as fixed beyond question, we shall be able to render no adequate judgment, but only record our impressions, which may be valuable or not according to the greater ductility of the senses on which they are made." The crucial test of his theory, then, becomes the meaning of these "basic ideas." Among these, probably, his theory of poetry will be most important. Here we shall find nothing original, but at all events a simple and comprehensive formulation: "No verse, the chief end of which is not the representation of the beautiful . . . can be called poetry in the true sense of the word." By the "beautiful" he obviously means the Platonic or universal types. Nor shall we be surprised to find that in his conception he implies the necessity of ethical beauty. "The poet," he maintains, "is he who can best see and best say what is ideal."

Particularly noteworthy is his effort to penetrate to the heart of the poetic faculty—the imagination, and at this point he makes a genuinely original contribution: "The imagination might be defined as the common sense of the invisible world, as the understanding is of the visible; and those are the finest individual characters in which the two moderate and rectify each other, as these are the finest eras where the same may be said of society. In the voyage of life, not only do we depend on the needle, true to its earthly instincts, but upon the eternal promontories of heaven above the stirs and shiftings of our lower systems." This, I believe, is the core of his doctrine, for it is through the imagination that the poet reveals "the unsuspected treasure-caverns of thought and feeling and beauty which open under the daily dust of life." So, too (as briefly outlined by Aristotle) he finds that it is through the imagination that the great writer is able to pierce masses of particular detail, "presenting us with everlasting types of human nature." Accordingly of the "Iliad" and the "Odyssey," the "Divine Comedy," "Don Quixote," and "Faust" he concludes: "These four books are the only ones in which the universal facts of human nature and experience are ideally represented. They can therefore never be displaced. These books are not national, but human, and record certain phases of man's nature, certain stages of his moral progress. They are gospels in the lay bible of the race." This judgment, I believe, shows us what he means by a great classic and also illustrates his affirmation that the poet is great not because of observations and description, but by his insight.

In the face of such a clear and essentially classical conception of literature surely no one can charge Lowell with mere impressionism. On the other hand, when he came to apply his basic ideas in the practice of criticism he employed not only the judicial but (in the best sense) the impressionistic approach. That is, he always maintained that literature, particularly poetry, must be apprehended by the feelings. Once he remarked. "A lecturer on (natural) science has only to show how much he knows—the lecturer on poetry can only be sure how much he feels." And, as anyone acquainted with his charming and sympathetic essays will recognize, his own eloquent prose seems to evoke with vibrant sympathy the qualities of the work before him. Of Chaucer he writes that a humor "pervades his comic tales like sunshine"; everywhere he "radiates a gracious worldliness." To him Spenser's style is "costly"; the reader "passes through emotion into reverie"; for "to read him is like dreaming awake," and he knew how "to color his dreams and make them move before you like music."

It were individious to attempt within a short article even an indication of the actual character of Lowell's criticism, but just one illustration may afford us concrete evidence of a final important point. Toward the end of what remains one of the greatest of all essays on Dante he writes as follows: "There are no doubt in the "Divina Commedia" (regarded merely as poetry) sandy spaces enough both of physics and metaphysics, but with every deduction Dante remains the first of descriptive as well as moral poets. His verse is as various as the feeling it conveys; now it has the terseness and edge of steel, and now palpitates with iridescent softness like the breast of a dove. In vividness he is without a rival. He drags back by its tangled locks the unwilling head of some petty traitor of an Italian provincial town, lets the fire glare on the sullen face for a moment, and it sears itself into the memory forever. He shows us an angel glowing with that love of God which makes him a star even amid the glory of heaven, and the holy shape keeps lifelong watch in our fantasy, constant as a sentinel."

This illumined passage (which is by no means of exceptional power in Lowell's criticism) will perhaps suffice to show that he possesses those very qualities which he requires in great literature—insight and imagination. It shows admirably, also, how he fulfills his own ideal when he avowed that he chose as his own function to deal with certain broader ideas of criticism "based on the comparative study of literature in its larger meaning." Hence, we may not accept him as a philosophical critic like Coleridge, Goethe or St. Beuve; but according to his own chosen ideal and method we must concede that he succeeds in splendid and impressive fashion. And I for one, therefore, am more than glad to agree with Woodberry's estimate of his achievement: "If one is willing to learn, there is in the body of Mr. Lowell's literary papers a canon of pure literature so defined in intellectual principles and applied with such variety and fruitfulness as to suffice for an education in literary taste; and this education is of the best sort since it teaches how to see rather than how to analyze, is intuitive instead of scientific, and thus follows the method native to literature and logically belonging to it."

P. K.

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An Emerson Letter

Written to Lucia Russell Briggs, when she was thirteen:—

Concord, 8 March, 1835.

My Dear Lucia:—I am afraid you think me very ungrateful for the good letters which I begged for and which are so long in coming to me, or that I am malicious and mean to make you wait as long for an answer; but, to tell you the truth, I have had so many "composition lessons" set me lately, that I am sure that no scholar of Mr. Moore's has had less spare time. Otherwise I should have written instantly; for I have an immense curiosity for Plymouth news, and have a great regard for my young correspondent. I would gladly know what books Lucia likes to read when nobody advises her, and most of all what her thoughts are when she walks alone or sits alone. For, though I know that Lucia is the happiest of girls in having in her sister so wise and kind a guide, yet even her aid must stop when she has put the book before you: neither sister nor brother nor mother nor father can think for us: in the little private chapel of your own mind none but God and you can see the happy thoughts that follow each other, the beautiful affections that spring there, the little silent hymns that are sung there at morning and at evening. And I hope that every sun that shines, every star that rises, every wind that blows upon you will only bring you better thoughts and sweeter music. Have you found out that Nature is always talking to you, especially when you are alone, though she has not the gift of articulate speech? Have you found out what that great gray old ocean that is always in your sight says? Listen. And what the withered leaves that shiver and chatter in the cold March wind? Only listen. The Wind is the poet of the World, and sometimes he sings very pretty summer ballads, and sometimes very terrible odes. . . . But if you will not tell me the little solitary thoughts that I am asking for, what Nature says to you, and what you say to Nature, at least you can tell me about your books,—what you like the least and what the best, . . . the new studies, . . . the drawing and the music and the dancing, . . . and fail not to write to your friend, R. Waldo Emerson.—From "Dean Briggs," by Rollo Walter Brown.

Riding on the Wood Road

At the top of a steep climb we come out into a glorious grassy open, and have a gallop—ducking under old apple-trees on which blossoms still cling. So sweet! I snatch one, and we go dashing down to the brook, then up in woods again, relaxing on soft hemlock needles. For this is the cathedral of yellow birches. (The yellow birch section.) Slim, lofty trunks, shining silvery-gold; a gold-green canopy above, through which sun sifts. Red sun-splashes on the road, the brook in its pools again; but always the silver colonnade, rank upon rank dimming away into silvery shadows. I know of no other such wood; and there is a half-mile of it, sweetly uphill and slow. A thrush, somewhere, gave his harp-notes; did he think, from the woods-dusk, it was twilight already?

The brook, after a particularly marvelous pool, swings up a cañon to our right; but a sub-brook develops in the road. This is mountain-going indeed. Polly hops distastefully from one bank to the other, over rocks, deep cavy places, tree-boles in the way. Hoofs scrabble unpleasantly on stones. But—look up! Not a single golden birch; multitudinous families of ancient white ones. The white birch section. Ferns, mosses, lichens, are everywhere; blessed mountain-damp! All the wood-floor looks squashy; under us still runs the clear, pretty little sub-brook, which should be diverted and isn't. Soon this road will be itself a cañon. One is sorry to see a good mountain road that the forefathers labored over, going so.

But along its edge—such violets! Mountain-cool, spring-water wet; a heaven for late violets. Great, purple June violets, with stems a foot long. I saw a violet-head high in the air beside the tops of some tall lush grass and a tall fern-frond, and thought: Impossible! It must be just lodged there. But I was interested enough to dismount, and with Polly's rein over my arm, feel my way carefully down the invisible stem—down and down into cool depths of grass, past the gentle scratchiness of ferns, down, down—and there at last was wet ground. The stem, perforce, had ended; and I held up—to the horses' obvious admiration—a perfect lighthouse of a violet. Some fifteen inches from my fingers to the bloom—and the bloom a semi-pansy in size; only long-featured, shy, fragrant—a real violet of the woods. Of these particular woods, rather; rich with leaf-mold, scented like a greenhouse. No conservatory could do more. I mounted again, moving complacently off with the amazing violet in my coat. Looking fascinatedly down into the moving lusciousness beside me, I saw a flash of pink. Could it be? Pink did not belong here. There had never been pink in these woods.

"Babs," I called, "here's a columbine!"

"Is it?" said my child, calmly; yet squirming obligingly round in her saddle.

"Yes!" I repeated indignantly. "A pink columbine!" and slid excitedly off. Just leaning over the dark-leaf-loam road, nodding a lovely head, was this single flower. Any columbine has distinction; and this was not the smaller, wild, scarlet sort with its gold heart, that must live by a gray rock—and be beloved by bees—but the rare garden kind, the beauty of whose minareted bloom, and its spired rosiness, was not amiss even here. And these woods are a test of any flower. Almost a tropic luxuriance, yet held in by a lofty, thin-aired, mountain reserve; their forest-tops against Mediterranean blue, interfered with by swelling white clouds—streaks of which have come to earth again in the great clumps of birches. A flower that can hold its own in this soaringness, this enchantedness—and the columbine did. Foreground—even a flower-foreground—is unnecessary in such a woods; for one has already three worlds—ground, a pale mid-atmosphere of trunks, then tree-tops and sky. Any one of these would be enough; yet nearby a gray wall gave a lost touch—toppling along so buried in maiden-hair fern and splotched with orange lichen that the tumbly old line of it (once the solid mark of a farm-edge) is just something to help the columbine. From some old garden blew this seed; somebody's beloved garden that once looked over this wall; or else the seed stuck to the fuzziness of a pollen-loving bee who, forgetting his hive and his proper garden-flowers in these wood-charms, came, seed and all, to call on a wood-violet—and dropped it, sagely, where it grew to be the loveliest thing in a fairy wood.—Anne Bosworth Green, in "Dipper Hill."

The Lilac Tree

A dreaming stillness pure as light,
A waft intangible as air,
About the blossoming Lilac flows,
A lambent veil, a scented spell,
Such as in Eden groves befell
When first a lilac bloomed, new lent,
For earth a fleeting ravishment.
The Cherry in her April white,
The early Apple and the Pear,
The greenly kirtled Cinnamon Rose
Are sweet as maids from neck to hem,
But no whist wonder alters them.
Only the listening Lilac Tree
Is dimly sphered in glamoury.

—Alice Brown, in Harper's Magazine.

Friendly With London Scenes

MR. FRED RICHARDS is a very delightful artist, but he is not one of those who, figuratively speaking, has a liking for the loud speaker. Sensitive and observant as few, he endows his prints with a wealth of intriguing detail which fill, but never seem to crowd, his plate. There is a charming intimacy in his way of dealing with the London scenes he loves to portray and his needle conveys in true artistic manner the warm sympathy he feels for his multitudinous models. He looks upon them with such friendly, understanding eyes and has many a little yarn about them up his sleeve, so to speak; not a few of these are recorded in his prints, which always deserve and fully recompense a careful, a very careful study. Charles Dickens, had he been an etcher, might have viewed a crowded London street from a similar angle.

Mr. Richards is not only a raconteur of everyday episodes in his own genial and quiet way; he also has an open and appreciative eye for the picturesqueness of architecture and "builds up" his motif with much judgment. Look at the grandeur and dignity with which St. Paul's dome rises above and dominates the confused mass of secular buildings, above the ever-busy Fleet Street, its footway crowded with hustlers and loiterers alike, while a couple of newspaper boys have stopped their run down the street in order to see what should be their next slogan.

Let it be said in conclusion that Mr. Fred Richards' technique depends solely upon his line—often delicate and insinuating, never crude.



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The Street of Ink. From an Etching by Fred Richards

Redbirds

Redbirds, redbirds,
Long and long ago,
What a honey-call you had
In hills I used to know;

Redbud, buckberry,
Wild plum-tree
And proud river sweeping
Southward to the sea,

Brown and gold in the sun
Sparkling far below,
Trailing stately round her bluffs
Where the poplars grow—

Redbirds, redbirds,
Are you singing still
As you sang one May day
On Saxton's Hill?

—Sara Teasdale, in "Flame and Shadow."

Collecting Editions

There is no rule as to the proper contents of a library, only it must be personal to its owner. You can, like Mr. John Burns, have a library all about London, or you may, like Sir Edmund Gosse, have a passion for the Elizabethan and Restoration drama, or you may, like my friend Aristides, care only for books about mountaineering, but what you must be is honest to the impulses of your heart. That brings one of course to the vexed question of collecting, and the fascinating tyranny of first editions. . . .

I can speak, I think, with some knowledge on this subject. . . .

It was in the war when I was home on leave from Russia and attended one of those magnificent Red Cross sales with a friend; the first edition of "The Monk" by Mr. Matthew Lewis was held up to us, and my friend said, "Would you like to have that?" and I said, "Yes," and began to nod to the auctioneer's bid. I nodded as far as my purse would allow me and then with a sigh retired, only to be amazed by hearing my friend say to me a moment later, "You've got them; they're yours"; and then found that he also for my sake had been nodding, and that we two had been the only bidders in the room. . . .

Where lies the charm and the fascination of these things, and has the securing and housing of them anything to do with a real love of books? Sometimes most obviously yes; there has never been an edition since so fine and noble in type and paper as those original volumes of the Waverley novels, and most of them too to be picked up for the merest song. If a book has played a great part in your life as Chapman's Homer has in mine, then it is natural, I think, to love to have it in its splendid original spaciousness, bound in that beautiful old deep red morocco than which there is no color in the world finer. There is too a true and honest value in the pleasure you get from handling a volume that was itself once handled in the very first week of its existence by trembling and excited readers. One remembers, for instance, how when "The Fortunes of Nigel" first appeared, people were seen reading it in the streets as they walked along and so bumping into one another in a fine and heady confusion. Very thrilling too are those shilling parts in their green or yellow paper covers with all their homely advertisements thick upon them, so that "The Newcomes" or "Bleak House" or "Framley Parsonage" seems to speak for a whole glorious period of life and literature as you turn these old-fashioned pages. Or there are the books with pictures, the Ainsworths with their Cruikshanks, the Trollopes with their Millais, the Levers with their "Phiz"; and no later impressions of those plates can ever possibly have the same freshness as the early ones. Or there are of course the presentation copies, Morris and Tennyson, Dickens and Carlyle, Lamb and Charlotte Brontë, the ink of their names yellow on the page, and here upon this very place their hand must have rested.—Hugh Walpole, in the Century Magazine.

"La tarea común"

Traducción del artículo sobre la Ciencia Cristiana publicado en inglés en esta página

ALGUNAS veces quiere parecer difícil de encontrar en "la rutina trivial", en "la tarea común" un camino que nos lleva "más cerca a Dios", como lo pone Koble en su himno tan conocido. Necesita valor y paciencia para perseverar en el cumplimiento concienzudo de un círculo aparentemente monótono de deberes menores. En el universo de Dios hay un lugar propio y un trabajo propio para cada uno de Sus hijos; pero el encontrar este sitio implica muchas veces el cumplimiento concienzudo de tareas pequeñas que están a la mano, y el poner en ellos la energía y espontaneidad que según nos parece pudiéramos poner más fácilmente en otra obra distinta y más atractiva. Una sensación de pesadez se introducirá en cualquier trabajo si pensamos de una manera errónea. No es solamente el trabajo sino la actitud mental que nosotros mantenemos frente a ese trabajo que determina la medida de alegría y felicidad que sacamos de ello. Elizabeth Barrett Browning describe muy gráficamente las oportunidades espirituales que hay en nuestro camino diario en las líneas siguientes:

"La tierra es atestada de cielo,
Y cada zarza común está ardiendo en fuego de Dios;
Pero sólo el que ve quita los zapatos de sus pies—
Los demás están sentados alrededor cogiendo moras".

Cuando Moisés fué llamado a su gran tarea de sacar a los hijos de Israel de su esclavitud, estaba apacentando las ovejas de su suegro. Después de haber vivido en la corte de Faraón, debe de haber exigido gran fidelidad, paciencia y humildad de su parte para apacentar las ovejas en el desierto; pero a medida que cumplió con su deber fielmente día por día se estaba preparando para su visión del monte Horeb, en donde oyó la voz de Dios llamándole para su gran misión. En aquel momento de iluminación espiritual el camino de sus cuidados diarios se convirtió en tierra santa; la zarza al lado del camino se glorificó como ardía sin consumirse y le habló del Dios eterno, el gran YO SOY, del Dios que más tarde en las alturas del Sinaí se reveló como legislador.

El niño David era pastor en las ovejas de su padre lejos en las montañas; y allí encontró y venció los enemigos que atacaron los corderos de su rebaño. Cuando enemigo más grande amenazó los escuadrones de Israel fué el simple pastorcillo que se atrevió a oponersele; y a causa de su fe en el poder de Dios que había demostrado en sus vigilias solitarias en las laderas de las montañas, era capaz de decir a Saúl: "No desmaye ninguno á causá de él (Goliath); tu siervo irá y peleará con este Filisteo".

No había nada ordinario para el pensamiento inspirado de Jesús. Sus discípulos miraban con ojos nuevos los bien conocidos lirios del campo después de que Jesús les había enseñado su maravillosa belleza y su estado tan libre de cuidados. El gran milagro del amor de Dios no llegó a ser nunca ordinario para él. El hecho de la omnipresencia de Dios debe de haber glorificado el banco de carpintero y todos los pequeños deberes familiares de Nazaret. Mrs. Eddy dice de Cristo Jesús en "Miscellaneous Writings" (pág. 166): "Esta idea espiritual, o Cristo, entraba en todos los detalles de la vida del Jesús personal. Le hizo hombre honrado, carpintero bueno y hombre bueno antes de hacerle el glorificado".

La Ciencia Cristiana revela esta "idea espiritual, o Cristo", como al alcance de cada uno de nosotros; y a medida que aprendemos a aplicar sus enseñanzas a nuestra vida diaria, la tarea más humilde puede convertirse en un camino de gloria luminosa, llevándonos a las realidades del Espíritu. Si, en la multitud y apretura de nuestros cuidados diarios, sólo llegamos a tocar el borde del vestido de la Verdad, seremos curados instantáneamente de nuestro descontento y de nuestro cansancio.

La cultivación de las calidades espirituales que son necesarias para llevar a cabo una obra grande puede ser conseguida por el cumplimiento concienzudo de los deberes comunes. Sea en la cocina, sea en el cuarto de los niños o en la oficina, la tarea diaria pide paciencia, atención cuidadosa a los detalles y devoción, y estas calidades espirituales son necesarias para cada obra grande. Es a el que "sobre poco ha sido fiel" que la promesa, "sobre mucho te pondré", es dada. La recompensa no es un camino más fácil sino un sentido más elevado de dominio. Como Mrs. Eddy nos dice en "Christian Healing" (pág. 1): "Los favores del cielo son formidables: son llamadas para deberes más altos, no exención de cuidados"; y los que han aprovechado cada momento siendo fiel sobre poco, encontrarán su labor llegando a ser cada vez más llena de alegría. Ya no parecerá como una rutina parda y pesada sino una oportunidad diaria de acercarnos a Dios cultivando aquellas calidades espirituales que Le reflejan.

"The common task"

Written for The Christian Science Monitor

SOMETIMES it may seem very difficult to find in "the trivial round, the common task," a road which will bring us "nearer God," as Keble's familiar hymn puts it. It requires courage and patience to persevere in the faithful performance of a seemingly monotonous round of little duties. In God's universe there is a right place and a right work for each one of His children; but to find that place often involves doing faithfully the little tasks that lie near at hand, and putting into them the energy and spontaneity that we feel we might more easily put into other and more attractive work. A sense of drudgery will enter into any work if we are thinking wrongly. It is not the work alone, but the attitude of mind toward that work, which determines the amount of joy and happiness we get out of it. Elizabeth Barrett Browning pictures the spiritual opportunities which lie along the path of every day in her lines:

"Earth's crammed with heaven,
And every common bush afire with God;
But only he who sees, takes off his shoes—
The rest sit round it and pluck blackberries."

When Moses was called to his great task of leading the children of Israel out of bondage, he was keeping sheep for his father-in-law. After living at the court of Pharaoh, it must have required great faith and patience and meekness for him to keep watch over the sheep in the desert. But as he faithfully did his duty day by day, he was getting ready for the vision of Mount Horeb, where he heard the voice of God calling him to his great mission. In that moment of spiritual illumination the path of his daily care became holy ground; the bush by the wayside became glorified as it burned but was not consumed, and spoke to him of the ever living God, the great I AM, the God who, later, on the heights of Sinai, revealed Himself as the Lawgiver.

The boy David tended his father's sheep afar off on the hills; and there he met and mastered the foes which attacked the lambs of his flock. When a greater foe threatened the armies of Israel, it was the simple shepherd boy who dared to take a stand against him; and because of his faith in God's power, which he had proved in his lonely vigils on the hillside, he was able to say to Saul, "Let no man's heart fail because of him [Goliath]; thy servant will go and fight with this Philistine."

There was nothing commonplace to the inspired thought of Jesus. His disciples looked with new eyes on the familiar lilies of the field after Jesus had pointed out their marvelous beauty and their freedom from care. The great wonder of God's love never became ordinary to him. The fact of God's ever-presence must have glorified the carpenter's bench and all the little homely duties of Nazareth. Mrs. Eddy says of Christ Jesus in "Miscellaneous Writings" (p. 166): "This spiritual idea, or Christ, entered into the minutiæ of the life of the personal Jesus. It made him an honest man, a good carpenter, and a good man, before it could make him the glorified."

Christian Science reveals this "spiritual idea, or Christ," as available to each one of us; and as we learn to apply its teaching to our daily lives, the meanest task may become a pathway of shining glory, leading to the realities of Spirit. If, in the throng and press of our daily cares, we but touch the hem of the garment of Truth, we shall straightway be healed of our discontent and weariness.

The cultivation of the spiritual qualities which are needed to carry on a great work can be gained through the faithful performance of everyday duties. Whether in the kitchen, the nursery, or the business office, the daily task demands patience, careful attention to details, and loving care; and these spiritual qualities are needed for every great work. It is he who is "faithful over a few things" to whom the promise is given that he will be made "ruler over many things." The reward is not an easier way, but a higher sense of dominion. As Mrs. Eddy tells us in "Christian Healing" (p. 1), "Heaven's favors are formidable: they are calls to higher duties, not discharge from care;" and they who have improved each moment by being faithful over the little things, will find their work becoming more and more joyous. It will no longer seem a drab and dreary round, but a daily opportunity to draw ever closer to God by cultivating those spiritual qualities that reflect Him.

[In another column will be found a translation of this article into Spanish]

Mr. Taplow Exhibits His Nightingale

May came. The hedges turned snowy with the blossoms of the hawthorn, the buttercups mingled their yellow with the white of the daisies in the pastures, the dandelions began to get grayheaded and bald, and the horsechestnut and sycamore trees came into full bloom.

It was on a morning in the middle of the month that I went for a walk with Mr. Taplow. We climbed a path through a beechwood to a broad, bushy pasture hill known as Sedleigh Down or Common. . . .

As we went along he peered into the bushes in hopes of finding bird's nests. At last, with a good deal of delight, he pointed out the nest of a thrush in a scrubby young apple tree. The old bird was still on, and continued to sit very quietly with head alert, though we were within a few feet of it. When we went on, my companion said, "The old lady didn't take much notice of us, did she?" He had a marked fondness for birds and showed considerable knowledge of their ways and songs.

We returned to the village by a long-disused road, that led down the northern slope of the hill, sometimes in the twilight of an evergreen wood, sometimes in a pasture dell where the short turf sparkled with daisies. It was almost noon, yet along here we caught several times stray notes from a nightingale's song. Mr. Taplow trod very softly and bent over and craned his neck and was at great pains to catch sight of the bird.

He did not succeed, but his interest was aroused and he described the bird's song with enthusiasm and said we must go out again and hear it to better advantage. He knew a place where the nightingales sang every night and he would like well to take me there some pleasant evening.

A little later in the week I met Mr. Taplow on the street one afternoon and I remarked, "No one could ask for a better day than this, could they?"

"No," was the response, "it couldn't be better if we made it ourselves."

I then proposed that we should go out when it became dark to hear the nightingale. He agreed, and said the best place for them was a mile or so down a little valley that the villagers called "the long lithe." . . .

We heard a bird chirrup just then, and stopped intent to hear more, but no song followed, and after a little we went through a piece of scrubby woodland and on the other side sat on a stile and listened. From near by came the sound of a little brook rushing and tumbling down the hillside, but no nightingale vouchsafed to sing, and again we resumed our walk. The path now kept along the edge of the wood in a pasture, and here we found our bird and heard it pipe and twitter and break into full song. A half-moon shone high in the sky, a dog barked far off, some cattle lying in dark heaps about the dim field made themselves apparent by an occasional movement and by their heavy breathing. . . . Mr. Taplow leaning forward on his cane chuckled huskily when the bird made a particularly happy run; I put my hands in my pockets and got myself into small compass, for the evening was chilly and damp.

The bird was not far away in the brushy wood, and its singing was most charming. It trilled and gurgled and whistled with many quick and unexpected changes. The song had the freedom and strength of noble music. Some of the notes were of the utmost purity and clearness and they seemed to penetrate into all the region about. The wonder was that a bird with so beautiful a song should sing only in the night. Darkness seems a time for whip-poor-wills, owls, and frogs, and other weird-voiced creatures—not for such dainty music. . . .

Mr. Taplow said he often went down to Coomb Wood of an evening when he hadn't anything else to do, and sat for hours listening to the nightingale. He took great pride in the bird.—Clifton Johnson, in "Among English Hedgerows."

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THE CHILDREN'S PAGE

Milly-Molly-Mandy and Billy Blunt

By JOYCE BRISLEY

ONCE upon a time, one Saturday morning, Milly-Molly-Mandy went down to the village. She had to go to Mr. Blunt's corn shop to order a list of things for Uncle—and would Mr. Blunt please send them on Monday without fail?

Mr. Blunt said, "Surely, surely! Tell your uncle he shall have them first thing in the morning."

And then Milly-Molly-Mandy, who loved the smell of the corn shop, peeped into the great bins, and dug her hands down into the maize and bran and oats and let them sift through her fingers. And then she said good-by and came out.

As she passed the Blunt's little garden at the side of the shop she saw Billy Blunt's back, bending down just the other side of the palings. It looked very busy.

Billy Blunt was a little bigger than Milly-Molly-Mandy, and she did not know him very well, but they always said "Hullo!" when they met.

So Milly-Molly-Mandy peeped through the palings and said, "Hullo, Billy!"

Billy Blunt looked round for a moment and said, "Hullo!" And then he turned back to his work.

But he didn't say, "Hullo, Milly-Molly-Mandy!" and he didn't smile. So Milly-Molly-Mandy stuck her toes in the fence and hung on and looked over the top.

"What's the matter?" Milly-Molly-Mandy asked.

Billy Blunt looked round again. "Nothing's the matter," he said gloomily. "Only I've got to weed these old flower-beds right up to the house."

"I don't mind weeding," said Milly-Molly-Mandy.

"Huh! You try it here, and see how you like it!" said Billy Blunt. "The earth's as hard as nails, and the weeds have got roots pretty near a mile long."

Milly-Molly-Mandy wasn't quite sure whether he meant it as an invitation, but anyhow she accepted it as one, and pushed open the little white gate and came into the Blunt's garden.

It was a nice garden, smelling of wallflowers.

Billy Blunt said, "There's a garden fork." So Milly-Mandy-Mandy took it up and started work on the other side of the flower bed, which bordered the little brick path up to the house. And they dug away together.

Presently Milly-Molly-Mandy said, "Doesn't the earth smell nice when you turn it up."

And Billy Blunt said, "Does it? Yes, it does rather." And they went on weeding.

Presently Milly-Molly-Mandy, pulling tufts of grass out of the pansies, asked, "What do you do this for, if you don't like it?"

And Billy Blunt, tugging at a dandelion root, grunted and said, "Father says I ought to be making myself useful."

"Well," said Milly-Molly-Mandy, "that's our sort of fruit, you know. My Muvver says we'd be like apple trees which didn't grow apples if we didn't be useful."

"Huh!" said Billy Blunt, "funny idea—us growing fruit! I never thought of it like that." And they went on weeding.

Presently Milly-Molly-Mandy asked, "Why're there all those little holes in the lawn?"

"Dad's been digging out dandelions," said Billy Blunt. "He wants to make the garden nice."

Then Milly-Molly-Mandy said, "There's lots of grass here, only it oughtn't to be. We might plant it in the holes."

"Umm!" said Billy Blunt, "and then we'll be making the lawn look as tidy as the beds. Let's!"

So they dug, and they turned the earth, and they pulled out what didn't belong there. And all the weeds they threw into a heap to be burned, and all the tufts of grass they carefully planted in the lawn. And after a time the flower-beds began to look most beautifully neat, and you could see hardly any bald places on the lawn.

Presently Mr. Blunt came out of the shop on to the pavement. He had a can of green paint and a brush in his hand, and he reached over the palings and set them down among the daisies on the lawn.

"Hullo, Milly-Molly-Mandy!" said Mr. Blunt. "Thought you'd gone home. Well, you two have been doing good work on those beds there. Billy, I'm going to paint the water-butt and the handle the roller some time. Perhaps you'd like to do it for me? You'll have to clean off the rust first with sandpaper."

Billy Blunt and Milly-Molly-Mandy looked quite eager.

Billy Blunt said, "Rather, Dad!" And Milly-Molly-Mandy looked with great interest at the green can and the garden roller. But she knew she ought to be starting back to dinner at the nice white cottage with the thatched roof, or Father and Mother and Granpa and Grandma and Uncle and Aunty would be wondering what had become of her. So she handed her gardening fork back to Billy Blunt and walked slowly to the gate.

But Billy Blunt said, "Couldn't you come again after dinner? I'll save you some of the painting."

So Milly-MollyMandy gave a little skip and said, "I'd like to, if Muvver doesn't want me."

So after dinner, when she had helped with the washing-up, Milly-Molly-Mandy ran hoppity-skip all the way down to the village again. And there in the Blunt's garden was Billy Blunt, busy rubbing the iron bands on the water-butt with a sheet of sandpaper.

"Hullo, Billy!" said Milly-Molly-Mandy.

"Hullo, Milly-Molly-Mandy!" said Billy Blunt. He looked very hot and dirty, but he smiled quite broadly. And then he said, "I've saved the garden roller for you to paint—it's all sandpapered ready."

Milly-Molly-Mandy thought that was nice of Billy Blunt, for the sandpapering was the nasty, dirty part of the work.

Billy Bunt got the lid off the can, and stirred up the beautiful green paint with a stick. Then all by himself he thought of fetching a piece of newspaper to pin over her frock to keep her clean. And then he went back to rubbing the water-butt, while Milly-Molly-Mandy dipped the brush carefully into the lovely full can of green paint, and started work on the lawn roller.

The handle had a pattern in wriggly bits of iron, and it was great fun getting the paint into all the cracks. And you can't imagine how beautiful and new that roller looked when the paint was on it.

Billy Blunt had to keep leaving his water-butt to see how it was going on, because the wriggly bits looked so nice when they were green, and he hadn't any wriggly bits on his water-butt.

By the end of the afternoon, you ought to have seen how nice the garden looked! The flower-beds were clean and trim, the lawn tidied up, the water-butt stood glistening green by the side of the house, and the roller lay glistening green on the grass.

And when Mr. Blunt came out and saw it all, he was pleased!

He called Mrs. Blunt, and Mrs. Blunt was pleased, too. She gave them each a banana, and they ate them sitting on one of the corn-bins in the shop.

And afterwards Billy Blunt buried Milly-Molly-Mandy in the corn, right up to the neck. And when he helped her out again she was all bits of corn, down her neck, and in her socks, and on her hair. But Milly-Molly-Mandy didn't mind a scrap. She liked it.



"'What's the Matter?' Milly-Molly-Mandy Asked."

What They Said

Written for The Christian Science Monitor

There was an old frog and he lived in a well,
But how he got there, I never could tell;
A squirrel lived up on a mountain high,
And climbed all the trees, but I can't tell why;
A horse lived out in a pasture green,
Where grass grew, as far as he ever had seen.
The frog said the world was deep, deep, deep;
The squirrel said the world was steep, steep, steep;
And the horse said the world was wide, wide, wide,
And extended all over the country-side.
An eskimo said the world was cold;
A gray-haired man said the world was old;
A blind old bat said the world was dark;
"'Tis a happy world!" sang the morning lark;
And a baby dear, in a soft home nest
Said, "In Mamma's arms is a world of rest."

Edna Bertsch Yarnall.

A Treasure Hunt

The following words all contain three letters, and when written below one another, the initials will spell a word meaning "something precious."

1. A vessel.
2. To flow back.
3. To succeed.
4. A fish.
5. A limb.

Key to puzzle published May 24.

1. A stitch in time saves nine.
2. Make hay while the sun shines.
3. A bird in the hand is worth two in the bush.
4. More haste less speed.

Inside the Piano

"I WISH I could play lovely tunes on the piano like you, Mummy," said 6-year-old Jean to her mother.

"Well, you shall begin to learn at once if you like, dear," replied her mother. "You are old enough to learn just a little each day, but of course it will be some time before you can play well. Suppose you learn something about the piano itself before you try to play it. Have you ever seen inside it?"

"No," replied Jean. "I have often wondered what makes the notes play."

Her Mother carefully lifted off the piano top and placed it against the wall. Then she lifted some wooden screws, and lifted away the front piece and the lid. Jean saw lots of wires at the back of the piano stretched across from top to bottom, and in front of these wires were wooden bars, each with a little hammer on the end. Her mother played a few notes, and Jean laughed to see the little hammers jumping up and down.

"They look like little dancing men!" cried Jean.

"Notice what they are doing, as the sound comes," said Mother.

Jean watched closely. "Each hammer taps a string when you press on its key," said the little girl.

"Yes," said Mother, "and there is a sounding-board behind that wood at the back of the strings that makes the beautiful tone. Now I will lift the little hammers away, and we can examine the wires at the back."

She touched the wires with her fingers, and a very pretty sound came forth.

"It sounds like a harp," said Jean.

"So it does," said Mother. "Do you notice any difference between the wires that make the low notes and those that make the high ones?"

Jean looked well at the strings, and said, "Why, yes. Those at the bottom are very thick, and they grow thinner and thinner as they make higher sounds."

"Good," said Mother. "There is another important difference too in the length of the strings."

"Oh! I see!" cried Jean, as she looked again, "the low ones are much longer than the high ones."

"Yes," said her Mother, "they grow longer and longer as the sound they make becomes deeper and deeper. Do you notice that the last ones are so long that on an upright piano like ours, there was not room to have them vertical, and they are stretched across diagonally to give greater length. Jean played for a little time on the strings, and then asked if the little dancing men might be put back. Her mother put them carefully back, and Jean had great fun making the little hammers jump up and down.

"Notice, dearie," said Mummy, "that you make a much more beautiful tone when you gently press down the key than when you thump it down. If you thump, it makes the little hammer strike the wire sharply, and a loud short sound comes out, but when you press the note more gently, you get a sweeter, more singing tone."

Jean practiced touching the notes in the proper way, and then her Mother said that she had had enough for one lesson. She smilingly added, "I think I have a most promising little pupil."

Little Jean gave her music teacher a hug and a kiss, and ran off happily to play.

The Mail Bag

Letters and extracts from letters:

Tokyo, Japan

Dear Snubs:

I am enjoying your diary in the Monitor. But now I would like to introduce you to a new friend. His name is Inuhariko, and he is a Japanese dog, who wanted to go to America.

(Inuhariko now speaks for himself.)

"Now I will begin to introduce myself. I came on a boat all by myself from Japan to America. My wish was granted. And now I am with you, Snubs, but I was sorry when I left Nubs in Japan. I am very happy in my new home. Please be kind and gentle to me for I cannot speak any English."

Your loving new Japanese friend,

Haru M.

P. S.—The foreigners call me a puppy cat, but I am truly a dog as you are.

[This letter came all the way from Japan, and is the first letter from Japan to be published in the Mail Bag. It is quite clear from the drawing which adorns Maru's letter that Inuhariko is a truly interesting and remarkable little friend for Snubs.—Ed.]

Minneapolis, Minn.

Dear Editor:

I want to thank you and the composer for the little song about Cock Robin. I took the song to school, and showed it to the teacher. She said it was a pretty song, and told me to sing it to the children. When I sang it they clapped so long that teacher told me to sing it again.

We love the Monitor and Snubs. I an seven years old.

Doris S.

Erie, Pennsylvania

Dear Editor:

I like Our Young Folks' Page, and The Children's Page, and the Sunset Stories. My little sister likes Snubs and Waddles best. I like them too.

We live near a lovely ravine, and it has a winding stream and many wild flowers. I am nine years old, and I wish that some of the children who write to you would write to me.

Janet B.

London, England

Dear Editor:

I am now eight, and I love reading the Monitor, and this is a poem my auntie made up when I was a little baby to sing to me when it rained:

Drip, drip, drip, drip,
Down comes the rain.
Drip, drip, drip, drip,
On the window pane.
Drip, drip, drip, drip,
Count them every drop.
When will the funny little raindrops stop?

Joan L.

Leeds, England

Dear Editor:

I go to Second Church of Christ Scientist every Sunday, and I get The Christian Science Monitor. The Children's Page teaches us a lot of things. I enjoy Snubs very much and the Mail Bag. I think "The Strange Story of the Snail" was very interesting. The puzzles also are very good.

Nellie R.

Jerome, Ida.

Dear Editor:

I saw my letter in the Mail Bag on May 10. You asked me to explain how the "jokes" helped me in my school work.

It is this way: My teacher in literature requires me to do extra work, which consists of a page of poems one week, a page of jokes the next week, and a short story the third week. Now you can see where the "jokes" come in. (I wonder if this would be called a joke on the joke editor!)

I have taken all my jokes out of the Monitor since Mother subscribed for the paper in December. Mother says that she doesn't need to read the jokes that are printed in the Monitor because she knows that whatever is printed there is all right for everyone to read.

I enjoy The Children's and Young Folks' pages as well as Snubs and the Sunset Stories. Mother says the Sundial Stories are true stories, so I used the one about the blind woman in Denver for a "current event," and my teacher thought it was splendid.

E. Gazelle B.

(Thank you, Gazelle. Your explanation is very interesting.—Ed.)

The editor would also like to thank the following for their letters: Robert B., Carol W., Mary Hedda B.

Kite Day in Honolulu

KITE DAY in Honolulu! No doubt you will wonder just what this means. Well, it means that the boys at the Mid-Pacific Institute up in Manoa Valley have a whole afternoon's fun with kites. The boys and girls at this school are Chinese, born here in Hawaii, and they are being educated in English, and go to this school where they live during the school year. Kite Day is a yearly event, for the Chinese are very clever in making kites, and the people of Honolulu are invited to see the fête.

There is a regular program arranged, with different events. All of the kites entered in these contests are supposed to have been flown—tried out—at some time before Kite Day. The boys do this many times all alone or with one other boy who has been sworn to secrecy. The designs of these kites are kept secret, and then on the day of the contests there are many surprises. Prizes are offered for the best kite in each contest.

This last Kite Day was cloudy. Many of the grown-up people wondered if the little showers of rain would prevent the kites from going into the air. No. The boys were all on hand with their kites and they eagerly awaited to hear the events called off through a megaphone. The fleecy clouds with the gray underlining made a background for the many colored kites.

The event of the "unique" kites was most interesting. Would you believe that boys could make kites like dragon flies, butterflies, birds, five-pointed stars ,and the beautiful many-colored Hawaiian fish? Many of these kites were one color on the under side and several colors on the upper side. They had such unusual tails. Many of them were quite a different color from the kite itself. A blue bluebird kite had a double streamer white tail, the dragon flies' bodies were their tails, while the fish kites had very little tails.

The butterfly kites were very gay. They looked so graceful as they soared and dipped and rose again in the gusty wind, their long tails flapping wildly. Such butterflies—lavendar ones with dark markings, yellow ones, white ones, orange ones with dark spots, a pale green one with a lemon tail, and many others.

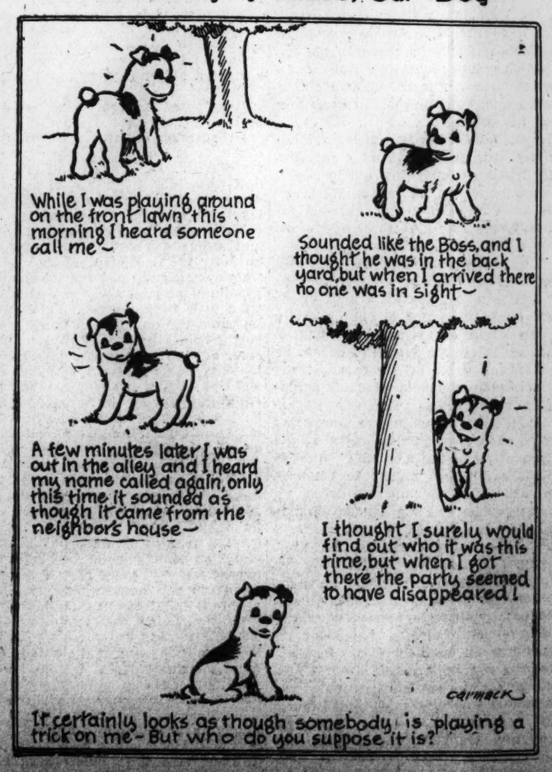
Following this event of the butterflies was one of little kites—kites which were only four or five or six inches in width. It was funny to see these big boys with such tiny kites! These miniature kites would have been difficult to see had it not been that they were flown on a short string. The brown hill with its cactus formed a natural curtain on the further side of the athletic field and made a screen for the moving white patches.

Other events were the comical kites, class kites and the best flying kites. The comical kites were queer shapes and odd colors. There was one which looked like a huge potato with a tail; another, a barrel with wings; another, a rag doll inflated with air; and others that one just did not know what they were supposed to represent.

The class kites were very, very large and they did not fly very well. Each class of the school had its own kite. One represented a huge class pin with the class numerals in white on a blue ground. It took four boys to hold the string of this kite. Another class kite was a shield, another an emblem, and the fourth a bright red and blue airplane.

Kites of all kinds were entered as best fliers. A triangular box kite and several of the butterflies hovered overhead and would certainly have floated off to Diamond Head in the distance or out to the broad Pacific had not their owners hung on to the strings.

The Diary of Snubs, Our Dog



ONE FAMILY
Little Folk of Many Lands

Helga of Iceland

HELGA held tightly to Gyda's hand and watched the great ship unloading coal and lumber at the wharf. Arni, hands in pockets, stood close by and watched with no less interest.

It was a great day for the children. They had left home early that morning, each on the back of a frisky Iceland pony. Ahead of them rode Arni's father and mother, each leading a pack pony loaded with things from the farm to be exchanged for goods brought in on the big ships.

The ponies' packs had held socks and jackets knitted from homespun yarn, sacks of feathers, some hides and many pounds of butter. They would take back sugar, sewing thread, with perhaps embroidery silks and linen cloth.

The Village Store

It was early September, and might be the last visit to the fishing village until the next summer, for winter always hovers near in Iceland, and soon the fjords would be freezing over, the ships would not be able to land at the wharfs, and the trails that led up to the farms that lay in the mountain meadows would be impassable with snow.

Helga, with Gyda and Arni, had visited the one store of the little village. There was everything that anyone could want in that store, Helga thought. Everything from ship anchors, oil coats and herring barrels to groceries and gay-colored silk cloth and ribbons.

Now the three stood at the wharf while Arni's father loaded the pack ponies and made ready to start for home.

A man wearing the uniform of an officer on the ship came toward them. A boy no taller than Helga was skipping along beside him, talking very fast. The boy had wide bright eyes and seemed to be asking many questions.

Helga's eyes were as bright as the boy's when he came up to them and said with a queer accent, "Godin daginn" (good day).

The children smiling answered "Vel Kommin," and then the strange boy went on talking very fast.

"He wants to know," said the man, with a twinkle in his eye, "if you live in igloos and eat whale blubber." He spoke the Icelandic language and the children laughed heartily at the question.

Helga's Home

"Tell him," Helga said, "that there is no prettier place in the world than where we live. A farm in a beautiful valley with birds and wild flowers, and high mountains all around with glaciers and waterfalls," Helga finished proudly.

"And," put in Arni, "we do not eat whale blubber. We have brown bread, and cheese, and vegetables from the garden in summer, and—and—and skyr—"

"What is 'skyr'?" asked the boy through the interpreter.

Gyda explained that skyr was a curd made from goats' milk that was delicious when it had fermented. The boy made a wry face and the children laughed.

Arni's father came along with the ponies but Helga had not finished. "Tell him," she said, "that here in summer the day is 20 hours long and even at midnight it never gets dark. And there are many ponies to ride to the hayfields. Ask him if he would not like to come to visit us next summer."

Arni's father whistled to them and the children walked slowly away.

The man in the uniform called after them: "He says he would like very much to visit you but he would not eat skyr."

"Perhaps he would not like skyr at first," agreed Arni.

"But I know he would think Iceland the finest place in the world," added Helga.

Jacko's Surprise

A True Story

JACKO was a pet monkey, who, when the new baby came, was at first rather jealous. But after some months he became very fond of little Dick and would play with him quite gently and prettily.

Now Jacko, unknown to his mistress, had a secret hiding place for certain treasures, and where do you think it was? In his mouth! He had a kind of pocket or pouch between the skin of his cheek and his mouth, rather like a division in your mummy's handbag, and in this he could keep sweets or nuts that he did not want to eat at once, and yet they were secure and snugly dry.

Now Jacko had a passion for sugar. All monkeys are as fond of sweets as little boys and girls are. Next time you go to the zoo, buy a packet of cheap boiled sweets instead of monkey nuts, and see how popular you will become with the monkeys!

Jacko very often helped himself from the sugar basin and kept his secret pocket well stocked. And this was how it was found out. One day Baby Nick began to roar lustily and this distressed Jacko greatly, especially as his mistress, knowing that Baby was only in a little tantrum, took no notice. Suddenly she was horrified to see Jacko take a lump of sugar out of his mouth and stuff it into the baby's, then another and another, until Baby could not cry because his mouth was too full!

Poor Jacko could not understand why the nice sugar he had saved up for himself, and was giving so unselfishly to Baby, was seized and flung into the fire as if it were something dreadful.

He slunk off into a corner and sulked there for quite a long time, until Baby's mother, realizing that the monkey had only meant to be kind and had given Baby the most precious treasures he possessed, brought the sugar basin and let him replenish his store. It was then she saw his secret pocket. But Jacko, of course, will never understand why his hoarded sugar was not appreciated. He thinks human beings are very queer.

Ask These

Q. How many sides has an apple?
A. Two, the outside and the inside.
Q. What is hot all the year round?
A. Mustard.
Q. Why is a nut like a regiment?
A. Because it has a kernel (colonel).

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I

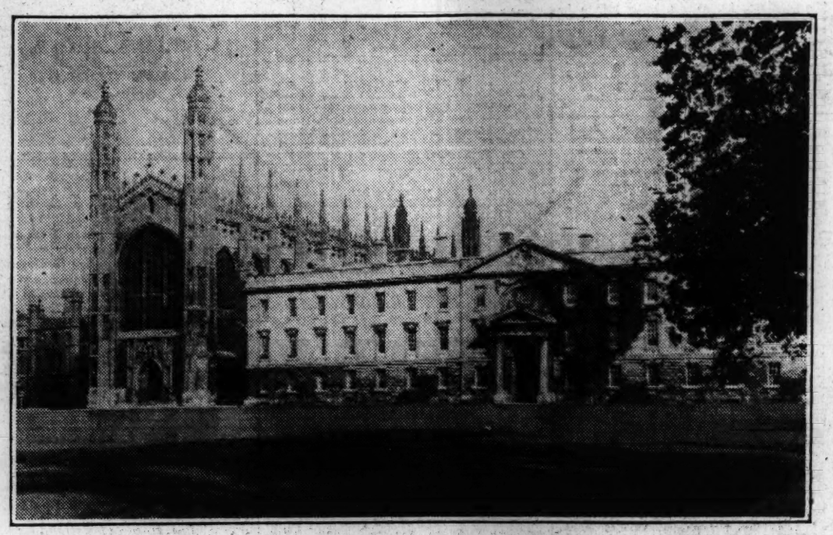
THE University of Cambridge, like the United States, is made up of the several members of the federation, the colleges, and does not enjoy an independent existence. There are about 20 colleges in the university, not at all in the sense that an American university has colleges or schools of law, engineering, etc., but in a much more independent and "each complete unto itself" fashion.

There is no connection between a given college and a particular subject; that is, Emmanuel College is not the place where English literature is taught, nor is King's College the home of the law school. Each college, on the other hand, has its own master, tutors, a certain number of fellows, and from less than 100 to more than 800 students. A common feature in all the colleges is the possession of several buildings used as dormitories and a "hall", which is the English, or at least the Cambridge, word for dining hall. This "hall" contains tables and benches for the accommodation of undergraduates, though in many of the larger colleges it is necessary to run first and second hall, even as in some American fraternities.

The fare at this undergraduate mess is fairly attractive, perhaps on a par with that at the average fraternity table in America. The "high table," where dine the master, the tutors, and the chosen few who are the fortunate holders of college fellowships, offers every refinement in the way of old college silver service, fine linen, thoughtful attendance, carefully selected and well cooked food. Dinner is served at 7:30 and is taken leisurely, there being from four to seven courses. At the high table, the masters, tutors and fellows discuss affairs of state as regards the college, the university or the nation, not to mention the prospects of the college Rugby team or rowing crew.

Each college does a certain amount of teaching in the form of lectures and individual tutoring and supervision of studies within its own walls, but most of the general lectures and all of the laboratory or "practical" work, as it is called here, are provided by the university. Each college has a chapel where daily services are held. In former times attendance was compulsory, now it is optional and not too general! In all the colleges there are literary, debating, political, athletic and other clubs; in other words English students have no dearth of organizations to claim their time outside the class room.

The colleges are the property owners, and the university has a slender purse in comparison with them. Most of the colleges own



King's College Chapel, Cambridge University. Photo by Will F. Taylor

valuable real estate in and around Cambridge, and a few were fortunate enough to have title to property now in one of the several business districts of London. They all contribute to the support of the university, and are in a general way under the jurisdiction of its administrative officers, though these officers certainly keep their ears well tuned to the thoughts of the masters of the colleges; in fact a master of one of the colleges always serves as vice-chancellor of the university.

Any American state college or university would think it a calamity if a new president were appointed every two years, yet Cambridge changes her vice-chancellor every two years and school seems to keep as usual with hardly a ripple on the educational waters. The chancellor is only a figurehead. He is a person of title who comes to town only when a royal visit is expected or on other gala occasions. Certain administrative bodies, however, enjoy a life more nearly permanent than the career of vice-chancellor. The university senate, the registrar, who is charged with more administrative cares here than in most American universities, the boards of studies, etc., all enjoy a continuous existence, and enable a new vice-chancellor to take up his duties with little lost motion or friction.

The visitor to Cambridge who spends only one day, a week, a month, or even a year will by no means be able to say that he understands all he sees or hears, and there is much that he will neither see nor hear. This is, of course, true of any institution, but I believe more true of Cambridge than of some other universities. Physically, or shall I say geographically, one literally has to get inside the college gates before one obtains the least notion that there is any such thing as a college "campus." Practically all the colleges border busy business streets, with their usual noisy traffic, pavements and distractions. But once inside the gates there is an air of quiet, beauty, seclusion and culture that at once suggests all that is best in the whole history of the beneficial influences of university life in Europe and America. Most of the college grounds include a fellow's garden that is a delight to the landscape artist's eye, that appeals to anyone who appreciates sheer beauty, and especially to those who are able to appreciate the value of a spot where one's thoughts can commune with nature at close range.

Parents' School Council Helps

Lafayette, Ind.
Special Correspondence

AN EXPERIMENT in democratic school government has been undertaken in this city through the organization of a "parents' school council," a non-partisan body made up of the fathers and mothers of public school children, which has for its object the selection of qualified citizens to serve as members of the board of education, and the general improvement of the schools through co-operation of the parents and the educational authorities.

On This Platform

The Parents' School Council is an outgrowth of the last municipal election campaign in November, 1925. In this campaign the school issue was uppermost. It was charged that the school board in power at that time had failed to function as a representative body, that it was not responsive to the wishes of the taxpayers and that it had refused to accept co-operation from the school patrons. The charge was also made that the school trustees had been appointed by the City Council without reference to their fitness for the office.

Dr. Albert R. Ross, who was elected Mayor, made his race on a platform the principal plank of which was a pledge to reform the school government. The Parents' School Council plan was conceived by Dr. Ross and was largely responsible for his victory.

When Dr. Ross, and the city councilmen elected with him, took office the first of the year, no time was lost in the organization of the parents' council. Meetings of parents were held in each of the nine public schools of the city, each school group electing representatives to the council on the basis of one representative for each 150 pupils or major fraction thereof, the organization of the council following, with Ben H. Petty, professor of civil engineering at Purdue University, as president, and Mrs. Lawson Campbell, wife of a railroad employee, as secretary.

Task Accomplished

The principal task of the council was then accomplished in the selection of Alfred E. Malsbary as the nominee for school trustee. Mr. Malsbary, the father of two children in the public schools, was formerly a teacher and school superintendent and is now a retired farmer and capitalist.

The personnel of the council reflects the democratic ideal which actuated the organizers, as the representatives are from no one social class, some coming from the ranks of toilers, others from wealthy homes. The Lincoln School, exclusively for Negro children, has the same proportionate representation as have the rest of the public schools.

The duties of the council, as prescribed in the constitution, are as follows:

(a) To call meetings of the parents whenever questions shall arise demanding their attention.

(b) To cooperate with the school administration on problems of the general school system which are especial concern to the parents as such and to consider such special problems as may be submitted by the local co-operating committees which are provided for in the plan of organization.

(c) To nominate to the city council of Lafayette a candiate for each succeeding vacancy on the board of school trustees of Lafayette.

As a school trustee is appointed each year, for a three-year term, the parents' council meets the first Wednesday in April to proceed to the determination of its choice, and to certify that choice to the city council, which takes action in June.

At the annual meetings of each school group of the Parents' School Council a co-operating committee is chosen, being made up of three members selected for a one-year term. The duties of these committees are to co-operate with the school administration and with the teachers of the various schools in the solution of problems that may arise in the individual schools.

As a result of the organization of the Parents' School Council the general public has become interested in the schools to a greater extent than ever before in their history, and the parents are expecting a great improvement in the management of the schools when the trustees chosen by the school patrons constitute a majority of the board. The selection of trustees will continue from year to year, and not until 1927 will the board members chosen by the new method have a working majority.

Pronunciation of Proper Names in the News

Dalecarlia (dah-leh-car'-l'yah), sometimes called **Dalarne** (dah-lar'-neh), an old province of Sweden, now included in the län (province) of Kopparberg.

Mozambique (mo-zam-bēk'; Portuguese, mo-sonh-bē'-keh), city on east coast of Africa, former Portuguese metropolis.

Dolgelly (dol-geth'-lē), or **Dolgellen** (dol-geth'-len), a town in Wales, near the foot of Cader-Idris, 45 miles west of Shrewsbury.

Coatzacoalcos (co-aht'-sah-co-ahl'-cos), town of Veracruz, Mexico.

Czernowitz (cher'-no-vits), before the war a town of Austria, capital of Bukowina province, which is now part of Rumania.

Greenwich (grin'-ij), English borough, part of London, site of observatory from which world takes its time.

After College—Stenography?

THE problem of the college graduate seeking gainful employment in the business world is faced every year by thousands of young men and women, especially by the latter. The writer has had some experience as an executive in business and government offices, and he has seen a large number of college graduates reacting to business conditions. In a large government office he was called upon to rate all the employees according to certain well-defined efficiency standards. The majority of college graduates (which included a number of school teachers who had given up teaching to take business positions) were below the required standard, not in general education, but in ability to perform the duties required of them in an office conducted according to sound business. Moreover, in very few instances were college graduates to be found filling positions in which one expects to find well-educated and competent young women, that is, as secretaries and first-class stenographers.

There is a tendency on the part of college students to depreciate a knowledge of shorthand and typewriting as being something beneath the collegian, when, as a matter of fact, most college students would benefit by a knowledge of the former, at least, even in college work. A college professor stated recently that it was his opinion that 75 per cent of knowledge imparted by the lecture method was lost by students, owing to inability to retain it in memory or record it fast enough in notes. But quite apart from this aspect of the subject, a knowledge of shorthand and typewriting is usually the opening wedge to positions that are widely sought by college-trained women.

Another Side

But there is another side to this subject which has not been dealt with as openly as it might have been, though it is well known to students of business and to commercial school instructors. In the light of cold hard government statistics, we discover that only 12 per cent of shorthand students ever attain to that degree of efficiency that raises them above the great army of mediocre stenographers; that is to say, out of every 100 students of stenography, 88 fail to attain a sped of 100 words a minute, or the ability to read back, without errors, their shorthand notes. Another fact that is seldom mentioned, or appreciated, is that it takes usually from nine months to a year to become proficient in the art. Here are two reasons why the average college student would have neither the time nor the opportuity to learn shorthand during the college course. Because of this, and the fact that so many college graduates are forced by economic necessity into positions for which they are not adequately trained, we find in the ranks of business employees and government servants, so many square pegs in round holes. Several specific cases may be called to memory: women with degrees, filing letters all day long for $20 a week; a girl who won a gold medal for English, copying documents on a typewriter from 9 till 4:30 every day, when a knowledge of shorthand would have placed her far in advance of everyone else in the department, when it became necessary to fill the position of private secretary to the chief. Such cases might be repeated over and over again.

Of course, there are many young women who see this, and set to work to acquire the knowledge as quickly as they can, while they are working. But even among these a large percentage never succeed in reaching the required standard; disinclination, discouragement, and diversion of interest, work havoc with good intentions, and some become satisfied with less than the best, while others become dissatisfied but are not prepared for the sacrifice that study demands from those who are engaged in business all day.

A Development

However, a significant development has recently come about in shorthand. For years there has been a steady, insistent demand and an increasing need for simplification of shorthand, and a material reduction in the time required to become proficient. The possibilities with any of the conventional systems, based on arbitrary signs and not on the English alphabetical characters, run as high as 200 words a minute and over, and while this is the goal of most students when they begin to study, they discover that it is not attained in weeks, or months, but in years, and usually, never! But in one year, at the most, a shorthand student should be able to write 100 words a minute with ease. If intensive study is given it can be done in much less than one year by those who are naturally free with the pencil. It is generally conceded that a speed of 100 words a minute is sufficent for all practical purposes in business offices, though not for verbatim reporting, of course. Bearing this in mind, attempts have been made to utilize the ordinary alphabetical characters, and by abbreviating words, so reduce the word outline as to make it possible to write at a speed of at least 100 words a minute. One, at least, of these attempts has been proved successful; in fact, it is so successful that people all over the United States are taking it up and proving for themselves that shorthand is no longer the grind that they thought it, and that they can write easily 100 words a minute after two months' study. And what is equally important, read back their notes with greater facility than the majority of conventional shorthand writers, even after months of practice. Any system based on the use of ordinary letters is limited to 125 words a minute when written with pencil, though if the typewriter is used well over 200 words a minute is possible. But if it has been found that 100 words a minute is sufficient for all practical purposes outside of actual verbatim reporting, then the simpler the system, the better for the student.

Because of the fact that by giving one hour's study a day for two months one may acquire a practical knowledge of shorthand that meets the need, hundreds of college students have discovered, that whether an opportunity is afforded them in college or not, to learn stenography, they can take it up independently as an auxiliary study for a couple of months and then apply it immediately in all their lecture work. Then at the same time, they are perfecting themselves in an art which will get them a "job" either for the vacation period, or, on graduation, if their chosen vocation is one in which a knowledge of shorthand seems to be essential.

The Classroom Teacher

By JULIA A. SPOONER
Former President of the Department of Classroom Teachers of the National Education Association of the United States.

Salary

IF THE 700,000 or more teachers of the United States could be asked for an instantaneous answer as to what the most critical problem of the profession is, the almost unanimous answer would be "Salary." Upon reflection, and consultation, teachers would respond with a variety of answers, but the question of "bread and butter" is so near the threshold of consciousness with us all, that taken unawares, an unpremeditated answer would be certain to fix the wage question as the most important in the environmental problems the teacher meets.

When one remembers that the teacher who really desires to go to her work with at least the necessary minimum preparation, must have spent eight years in the grades, four years in high school and two years in normal school before she can begin to teach; must dress well, must furnish a very large part of the tools of her trade, in most communities; must be prepared to contribute to all sorts of worthy enterprises; must join professional organizations and subscribe to professional publications, and must be prepared to face three or four months each year without any income, and that her first experience in most cases must be in rural communities where the national median salary is approximately $700 annually, one ceases to wonder that the matter of salary seems so important.

For many years teachers taught because they felt the "call" to teach, just as ministers felt the "call" to preach. Then it was considered almost unprofessional to discuss salaries, publicly at least. Though there was apparently little bargaining, there must have been underbidding on the part of applicants for positions, since so many of the early codes of ethics emphatically place a ban on underbidding as unprofessional conduct, which seems to have been one of the few methods considered as a means of cure.

Today with the opening to women of many better paid and less strenuous occupations, the "call" is heard less frequently or is less heeded when it comes. Only 8 per cent of the employed women of today are engaged in teaching; with new conditions, keener scrutiny of possibilities of remuneration is possible, and the discussion of wages is more frank and general.

Two Great Groups

Years ago, the meagerness of the teacher's pay was partly compensated for by its certainty, during the few months each year that school was in session. With the general industrial development of the country, practically every line of work carries its wage guarantee. In those earlier days, social status in this country at least was not sacrificed by the woman who became a teacher. Today, the working-woman as well as the working man finds little or no change in social status due to occupation.

We find in the teaching profession today two great groups in their relation to the wage question: the first, the teacher who teaches because of the "inner urge" and who must teach, regardless of salary—to whom the salary is an incidental feature not connected with the service, but coincident with it; and the second, the one who may be an able and conscientious instructor and disciplinarian, but to whom the service represents a distinct social and economic advance over any form of labor her social group formerly found open to it.

In other words, salary is not a problem to teachers only. It is much more important as a problem to those whose children are to be educated. The miserable wages paid during the past ten years, throughout most of the country, miserable at least in comparison with wages paid in other occupations requiring less in preparation and less in service, have served to draw into the teaching profession many of a type formerly unknown in the schools of United States, and to draw out of it many who for the good of the country should have been kept in it. Whether this will continue to be the case depends entirely upon the tax-paying public. It is a condition beyond the control of the teachers already in service, who may do all in their power to induce the ablest young men and women now being educated to aid in educating others, but who cannot overcome the handicap created by better wages and working conditions in other lines of work.

It is not alone the meagerness of the salary that creates a problem for classroom teachers. There is the question of equitable distribution of funds available for salaries, through the different branches of the service; the relation of rating to salary advancement; the need in many places of establishing a fixed schedule which will insure that teachers will not be victims of favoritism, nepotism or kindred evils; in short, there is the need of an awakening on the part of the taxpaying public to the serious need of a general revision of standards governing salaries which have till now, except in a few favored spots, been governed by tradition rather than by intelligent inquiry or determination.

In most states the inequalities in distribution in school revenues, the lack of any equalizing system which makes educational opportunities more nearly equal, the fact that frequently the district which has the greatest need financially is the one which makes the least effort to help itself, except by creating more acute difficulties through bonding, all complicate the salary question. In many states more than half the teachers are employed in one-room buildings; perhaps one-fourth of them will have had two years' preparation beyond a four-year high school course; probably 50 per cent of them are teaching their first school; it is scarcely to be expected that more than one-fifth of them have had over three years' experience. With conditions so varied and with the training and experience of teachers differing so greatly, it is no small task to decide upon what is an adequate and just salary. Such a question can never remain wholly an academic one, since it is governed to a very great extent by the law of supply and demand.

Growing Interest

The shortage of teachers during the World War focused attention upon salaries, and except for a brief post-war period of reaction and attempted retrenchment, a more kindly and purposeful consideration of all school problems has been going on. There is no reason to believe this interest will grow less. There is every reason to believe it will increase and that the present disposition on the part of the public to correct the evils of the past by setting more equitable wage standards will also prompt consideration of the problem of distribution.

For many years there has been a tendency on the part of the public to consider or to appear to consider the work of the primary teacher as the most important in the school life of the child. We have said that the primary teacher who initiates the child into the mysteries of formal learning holds the strategic point in the line of defense against illiteracy and ignorance. We have repeatedly said that it is poor economy to pay a high-priced upper grade or high school teacher to spend valuable time undoing the results of poor teaching and poor discipline in the lower grades, when she should be doing constructive work upon the foundations laid by the child's earlier teacher. We have at times even glorified the teacher who took the unschooled child fresh from the home and gave him the power to handle the tools with which his education must be secured.

In spite of the fact that such importance is attached to the work of primary teachers, and that the instruction and care during the first few years must be of the highest order, salaries of primary teachers have generally remained considerably lower than those of upper grade elementary teachers, and those in turn have been lower than the salaries paid to high school teachers, even when qualifications and experience were equal.

The organized teachers of the country who are attempting to raise standards of preparation and to improve teaching conditions to the end that the teaching service be improved, are determined that teachers shall be paid not merely a living but a saving wage; in addition to this they are asking the adoption of the single salary standard wherever possible.

By single salary, we mean that schedules shall be based upon the experience and preparation of teachers, rather than upon the age and attainment of the children they teach and that differentials shall reflect, not inequalities in length of limb of the pupils taught, but inequalities in the qualifications of the teachers themselves. The value of such a schedule is apparent. It stimulates the professional development of teachers in service who have added incentive to continue study, since the results of continued study will bring higher salary; teachers who have earned degrees but who are specially fitted for elementary work are free to remain in the grades without a financial sacrifice; caste distinctions which have created barriers between teachers during the years in which traditional procedure has been followed, will disappear and children will be more apt to secure a higher and more uniform type of instruction throughout their entire school life.

Conditions Still Existing

Two serious conditions in relation to salary still exist in isolated parts of the United States. At least three of the larger cities still maintain a salary differential due to sex. A man who teaches a class of the same size, grade, age and ability as is taught by a woman in the next room, may receive annually as much as $700 more than she does. Most states in the West have prohibited such discrimination by legal enactment. In many cities in other states the practice has been discontinued, until the few remaining cities which continue it are looked upon as relics of an outdated economic era.

Failure to maintain a fixed schedule is another source of discontent and bitterness. Under such conditions each teacher is considered separately and her individual salary is set by board or superintendent. Here, as in the so-called "merit" systems, favoritism, personal prejudices and even political influence can scarcely fail to creep in. Men are but mortal and the wisdom of a Solomon would not be sufficient to render judgment. High morale and professional spirit would be hard to achieve in such a situation. In the corps in which the merit system is in use, no one is satisfied with his salary allotment, assigned through a rating system, except "Class A," which by reason of high rank draws the highest wage. Classes B and C are convinced that Class A has won its distinction through lack of discrimination, wisdom or justice on the part of the rater and can usually point to enough individual cases which bear out their opinion to undermine any confidence that might otherwise exist between the paid and the pay-determiner.

Whatever the final solution of these problems may be, it rests in the hands of the public. The teacher can do no more than to call attention to inconsistencies and injustices and to hope that an intelligent public may take the time and trouble to investigate conditions for itself.

[This is the eleventh article on Classroom Teacher Problems. Others appeared Dec. 21, Jan. 4, 11, 25, Feb. 1, 15, 23, March 8, 29, and April 19. Miss Spooner will follow her outline of problems in subsequent articles.]

Substituting Interest for Fear

Toronto, Can.
Special Correspondence

IT WAS six-year-old Berenice's first summer at the lake. But to her parents' keen disappointment she expressed terror of the water. Not only did she refuse to go in bathing with the other chidlren, or paddle in the shallow, warm water of the little bay, but she did not even like to look at the water. Her mother very wisely did not urge Berenice to go into the water, and counseled the other children of the colony, some of whom were no older than the little girl, not to tease her to join them, as in time she would overcome her dread.

Two Minnows

One warm, blue-skied day, the mother showed Berenice two lively little minnows, swimming in a dipper. She was enchanted to see the little fish and wanted to take them in her hand. But the mother pointed out they were only happy in the nice, cool water, and told her of their pleasant little home amid the green aquatic plants that grew in the little bay. "Would you like to put them back in the water, Berenice, and see them swim away to their home?" asked the mother. Yes, Berenice was delighted at the thought. She could hardly wait long enough to reach the beach. "But you will have to take off your shoes and socks, Berenice, and step a little way out, so the wee fish will be able to swim?" said the mother. Greatly interested, little Berenice quite forgot her fear. Quickly she pulled off her footwear, took the dipper, stepped into the water and carefully released the minnows in their own element. At once they shot off beyond her reach. Said the mother, "Just stand very still, and you will see other minnows. They will come to inspect us if we are quiet." Holding her mother's hand, Berenice was rewarded, for a number of minnows darted toward them, although like silver flashes they soon disappeared into the deeper water. This was considered enough for the first lesson.

Only the Next Day

The next day when it was suggested to Berenice that they go and watch the minnows, she at once began to pull off her shoes and stockings. After that mother and Berenice went barefoot into the water's edge quite often, little stories about the mother minnow and father minnow and the minnow children keeping the little girl's interest very keen. In this way, becoming used to the water by degrees, Berenice so overcame her dread of it that before the summer was over she was bathing regularly with the other children. And the following summer she developed into a fearless swimmer, who delighted above all things to play in the water.

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The Northern Heavens for June Evenings

By EDWARD SKINNER KING
Professor of Astronomy at Harvard Observatory

THE latest news dispatch from the heavens tells of a new star. The message came first to Heidelberg Observatory, then to the Harvard Observatory by way of Copenhagen. The total transmission time is likely to prove a million years, the greater portion of the time having been consumed before reaching Heidelberg.

The new star is the joint discovery of two German astronomers, Prof. Max Wolf and Dr. K. Reinmuth. It is located in a spiral nebula, called M 61, which is in the constellation Virgo, as shown on the accompanying map. The nebula, in the shape of a spiral, shows on photographs as a misty envelope surrounding a nuclear star. The diameter of the nebula is only about one-fifteenth of the apparent disk of the moon. At the upper or northern edge of the nebula, slightly to the right, the new star of the thirteenth magnitude appears.

New Stars

Such a star forms one more link between the far distant galaxies of space with our own galactic system of stars. Fifty or more new stars have been found in our universe. It is an important fact that new stars form a part of other stellar universes. With us the favorite position of a new star is in or near the Milky Way. The nova of Tycho Brahe in 1572 shone more brightly than the planet Venus; Nova Aquila, which appeared in 1918, rivaled Sirius. The majority of novæ have been much fainter. Nor are novæ quite infrequent phenomena. It has been shown at the Harvard Observatory that probably nine new stars as bright as the tenth magnitude blaze out every year in the vicinity of the Milky Way.

The first new star discovered in a nebula appeared in the Great Nebula of Andromeda in 1885. Powerful photographic telescopes trained assiduously on this stellar universe beyond our Milky Way have now shown no fewer than 47 new stars. The most of them are faint, averaging about the seventeenth magnitude, due to the tremendous distance. In reality they must blaze with 10,000 times the sun's luminosity. The one of 1885 was particularly bright, and equal to 100,000,000 suns.

It is now granted that the spiral nebula are independent aggregations of stars and nebulæ, "island universes," far out on the sea of space. What is more natural than that "new stars" should be found in their "Milky Ways"? The brightness of the novæ in these remote universes is, to some degree, a measure of the distance. Assuming that new stars have a certain average luminosity or candle power, the fainter novæ indicate the greater intervening gulf. This rule has been tried out on the nebula in Andromeda, where the distance is known at a million years as measured by the velocity of light, and seems to hold. Although new stars have been found in other spiral nebulæ, the number is not adequate for an effective determination.

Cause of a Nova

What causes a nova is uncertain. Of the various theories perhaps the most plausible is that a dark body collides with a thin dark nebula of cosmic matter. The impact of the individual particles produces heat and light. Such an explanation seems to account for the rings of apparently nebulous matter which spread out from the Nova of 1901, like wavelets encircling a pebble thrown into still water. The wave of light emanating from the catastrophe was lighting up the cosmic matter, hitherto invisible, into which the dark body had plunged. As shown by recent photographs taken at the Mount Wilson Observatory, the rings are still expanding. One of the difficulties with the dark nebula theory is that it requires a formation, thin enough to produce the transient flare-up, but sufficiently extended to catch the expanding light waves.

Less plausible, but with greater appeal to the imagination, is the thought of two stars meeting head on, or in grazing contact. Possibly a new star may be the birth of a new world. It is believed that the sun's train of planets was called into being, in an inconceivably bygone age, by a giant star passing near the sun and raising such tidal disturbance as to dislodge portions of its substance, the material forming our little earth and the other members of the solar system. Remotely possible, we may now be witnessing in the recent nova the eruption of planetary stuff which, when eventually cooled off, will become the abode of life. This is only speculation. Perhaps the outburst is due to some kind of an internal explosion. Whatever makes a nova, the force evolved is terrific. The star, hitherto inconspicuous or invisible, sometimes swells out to several hundred times its former size and flames with incredible brightness. Whether due to collision or explosion, the phenomena manifested by a nova seem to be a part of the inevitable experience, sooner or later, of stellar life.

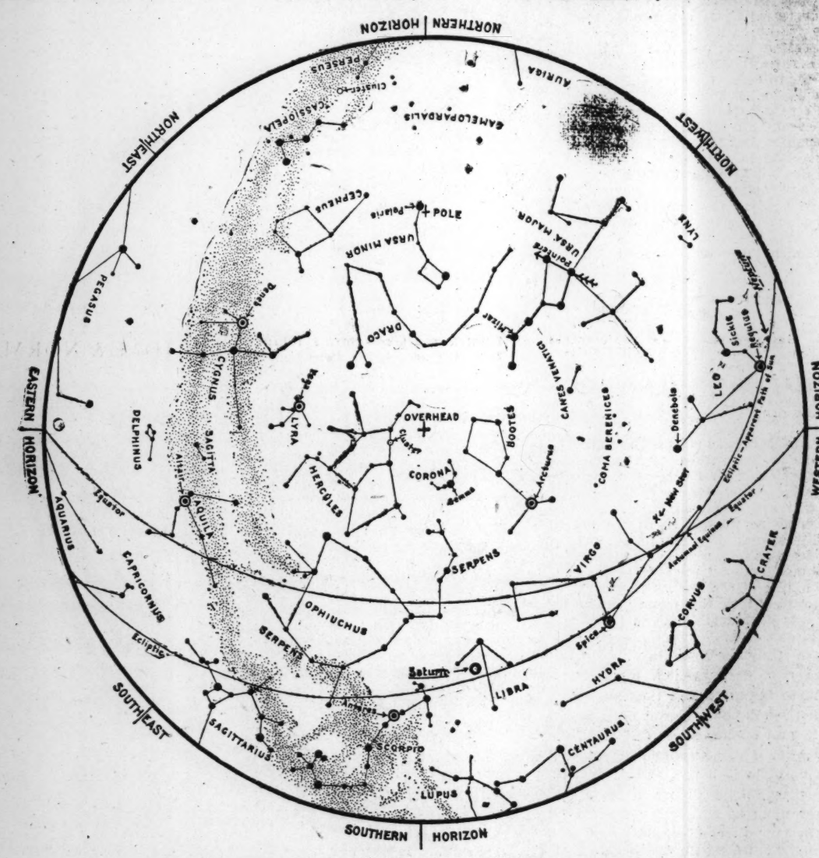
The Constellations

Leo, Crater, Corvus and Hydra are now, at the time of our observation, stretched along the western horizon. Virgo is still fairly high in the west. It will be noticed that the bright stars, Regulus, Spica and Antares, almost outline the ecliptic, the apparent path of the sun and planets. Thus we are not surprised to be told that the bright object in Libra is the planet Saturn. Within that portion of Virgo, called the "Kennel Corner of the Barking Dogs," is located the nebula in which a new star has just been found. Boötes, Hercules and Corona are grouped around the zenith. Southward we have Ophiuchus and Scorpio with Sagittarius. The last two, although not as well seen as at a more southern latitude, are nevertheless distinctive features during the summer months. The Milk Way banded across the eastern sky shows us in or near its belt of mystic light Cygnus, Sagitta and Aquila. Above them is the beautiful star Vega in the constellation Lyra. In the north stand the Big Dipper at the left and Cepheus at the right of the pole, with the Dragon directly above.

The Planets

The leading planet of the evening is Saturn in Libra. Nearly midway between Spica and Antares, it is unmistakably recognized as a planet. Jupiter rises a little later with Aquarius. On June 4 Mercury is in superior conjunction with the sun, and consequently is invisible this month. Early in July it may be seen as an evening star. Mars, Venus and Uranus are in the morning sky. On June 12 Mars and Uranus are in conjunction. Uranus will be north of Mars. Jupiter reaches a stationary point on June 16, and will then retrograde until October. Neptune, near Leo, is to be seen only with a telescope.

On June 22, at 4:30 a. m., Greenwich time, the sun enters the sign of Cancer, marking the beginning of summer by the almanac.



The June Evening Sky for the Northern Hemisphere
Prepared for The Christian Science Monitor

The map is plotted for about the latitude of New York City, but will answer for localities much farther north or south When held face downward, directly overhead, with the "Southern Horizon" toward the south, it shows the constellations as they will appear on June 2 at 11 p. m., June 23 at 10 p. m., July 8 at 9 p. m., and July 23 at 8 p. m. in local mean time. For "summer time" add one hour. The boundary represents the horizon, the center the zenith For convenient use, hold the map with the part of the boundary down corresponding to the direction one faces. The lower portion of the map thus held shows the stars in that part of the sky according to their relative heights above the horizon. The names of planets are underscored on the map.

In the Ship Lanes

ARRIVAL of the motorship Gripsholm of the Swedish-American Line always arouses comment along the water front of New York on the question of funnels. In the motorships thus far built, funnels have been added out of deference to the customs in ship building. Whether passengers would feel "at home" on a ship without funnels is debatable.

Funnels on the Gripsholm are used for a ventilator and an elevator. A ship without funnels, or sails, would appear incongruous to those who have come to regard them as an essential part of a ship and no company thus far has been sufficiently courageous to defy custom and build a motorship without funnels.

Since Herr Flettner's queer-looking rotorship reached New York, however, shipping men are ready to expect anything and the arrival of a ship without funnels may mark the next innovation in ship construction.

Lake Ships Resume

The Cleveland & Buffalo Transit Company has resumed operation between those two cities with departures every night from each terminal at 9 p. m. Ships arrive at 7 a. m. following morning. The huge steamship Seeandbee is engaged in this service.

Other lines, including the Detroit and Cleveland, are now operating on regular summer schedule. The Canada Steamship Lines' full service has not yet become effective, although the line between Lewiston and Toronto is reported operating. By means of this it is possible to go from Buffalo to Niagara Falls by rail, thence to Lewiston (a short distance) by rail and take the boat for Toronto, a sail of 2½ hours.

Hudson River Lines

The night line between New York and Albany and New York and Troy has also resumed operation. The ships leave New York, Pier 32, North River, at 5 p. m. daily, arriving Albany and Troy early the following morning. The ships Berkshire and Fort Orange are used in the Albany service and the Rensellaer and Trojan to Troy. These are owned by the Hudson River Navigation Company. The Hudson River Day Line also maintains a service between the same points, by day.

Canadian Tours Planned

The Munson Line is planning to use its ship Munargo in two Canadian cruises after it is withdrawn from its present substitute work to South America. The ship, which operates between New York and Nassau in the winter, will leave New York on Aug. 6 and 20 for 3000-mile cruises.

The itinerary will take it to Halifax, thence through the Northumberland Straits to Charlottetown, Prince Edward Island, and around the Gaspe Peninsula to Quebec. After a two-day stay there she will return to New York with a side trip up the Saguenay River and a call at Halifax.

Mediterranean Cruise Outlined

Frank Tourist Company has again chartered the Cunard liner Scythia for a Mediterranean cruise, leaving New York Jan. 26, 1927. The route is changed from that of former years, a number of new ports having been added. Among the places of call are Maderia, Spain, Gibraltar, North Africa, the Holy Land, Near East and return by way of Greece and Italy.

Rail Tickets on Steamers

Passengers on the Hamburg-American Line ships from the United States may purchase tickets for German railways on all trains out of Hamburg, while on the ship. Through the arrangement recently made, persons intending to proceed direct from Hamburg may also have their baggage checked through to destination.

American Ships Increase Tonnage

American ships at least are carrying more tonnage than was the case in 1913, it has been developed by the National Industrial Conference Board. A survey shows that United States ships carried only 9 per cent of the value of the overseas trade in 1913, as compared with 31 per cent in 1924. Figured in colume American ships carried approximately half of this country's foreign trade in 1924.

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Thursday, June 3

SS. Montnairn, Canadian Pacific, Belfast, Glasgow.

FROM LOS ANGELES

Monday, June 7

SS. Venezuela, Panama Mail, New York.

FROM SAN FRANCISCO

Tuesday, June 8

SS. Siberia Maru, Toyo Kisen Kaisha, Orient.

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BOSTON, Trinity Court, Dartmouth St.—Large 2-room suite and bath equipped for light housekeeping; cool; sublet for summer or by week; price $55 month. Box S-221, The Christian Science Monitor, Boston.

BOSTON, Back Bay—2-room furnished suite in mahogany, hair mattress, next to bath, kitchen privileg , with ice, $10; private family; references. Kenmore 0004.

BOSTON, 213 Huntington Ave.—Housekeeping suite of 2 rooms overlooking church. Suite 3. Tel. Copley 8050-R. MRS. FERGUSON.

JUNE 21-SEPT. 1—6-room bungalow, convenient to steam and electric cars, $40 per month, screened porch, pleasant locality. Tel. West Newton 0535-W or write P. R. ALLEN, 131 Rowe St., Auburndale, Mass.

NEWTON CENTRE, MASS.—Colonial brick single house, 7 rooms, 3 baths, sleeping and sun porches; double garage. Centre Newton 0706 mornings.

NEW YORK CITY—Light, cool, luxurious eight-room apartment, beautiful view of lake, all conveniences, $150; June-October 15th. 294 Central Park West, Apt. 6 North. Telephone Schuyler 6139.

NEW YORK CITY, 504 W. 143rd, Apt. 221—Attractive, six-room elevator apartment, Steinway grand piano; very accessible; $125 or special low price season to October. Tel. Audubon 1180.

NEW YORK CITY, 3099 Broadway (123rd)—Nicely furnished, 3 rooms, bath, elevator, summer, reasonable. ALLEN, Morningside 9740, Apt. 142.

Local Classified Advertisements

vertisement measuring three lines must call for at least two insertions.)

Advertisements under this heading appear in this edition only. Rate 25 cents a line. Minimum space three lines, minimum order four lines. (An ad-

REAL ESTATE

MANUFACTURING BUILDING
Near Dover St. Elevated Station
Daylight building, power plant, sprinklered; area about 80,000 sq. ft.; can be divided into sections; wonderful location and layout for woodworking or the manufacture of furniture, shoes, candy, paper boxes, laundry; excellent labor conditions; low rental.
WM. PEASE O'BRIEN, Realtor
54 Devonshire St., Boston

Near Mt. Monadnock
$1600
60-acre farm, 20 tillage; estimated to be 200 cords of wood, 100,000 ft. of marketable timber and vast amounts of young growth; trout brook borders; not far from beautiful lake; house nearly new, large barn, wagon shed, hennery, 50 sugar trees; for week-end or year 'round home; terms; $0. G. B. BELL, 96 Goodrich St., Winchendon. Tel. 458-4. CLAPP FARM AGENCY, 294 Washington St., Boston. Get our catalog.

BEAUTIFUL country home at Pearl River, Rockland Co., New York; 14 rooms, 3 baths, sun parlor, conservatory, modern conveniences; built by lumberman for own home; suitable for school, sanitorium or rest institution; desirable property in view of new bridge crossing Hudson; bargain to quick buyer. Address L. E. SERVEN, 390 Riverside Drive, New York City, N. Y.

"A lot means a home
A home means a lot"
BONELLI-ADAMS CO.
Realtors
110 State Street, Boston

NORTHPORT, L. I., N. Y.—Three-quarters acre, on hill, overlooking harbor; garden, fruit, barn, 6-room house, bath, conservatory; steam heat, electric range, hardwood floors; bathing beach near; town water; big porch; new 2-room detached cottage for help; beautiful trees; wooded land on two sides; 5 minutes' walk to village; price $15,000; only $2500 cash. PHILLIPS, owner, 15 Grandview Ave.

LARCHMONT, N. Y.
New English type stucco home of 8 rooms, 2 baths; garage; fine section; $16,500, terms.
LOUIS P. MILLER
Boston Post Road, Larchmont, N. Y. Tel. 685
"All the Better Homes for Sale and Rent"

MANCHESTER-BY-THE-SEA—House of 10 rooms; excellent condition; built for owner; piazza, sun parlor, sleeping porch, large reception halls, living room, fireplace, five sleeping rooms, 2 bathrooms, open attic; land if desired. Tel. Manchester 802.

FARM PROPERTY

FOR SALE OR RENT
Small farm overlooking Pearl Lake, 3 miles by good road from railroad, Lisbon, N. H.; good house, bath, running water, garden, fruit trees, 3 or more acres land; very easy terms of sale or rent to prospective buyer. W. K. DEXTER, Sugar Hill, N. H.

SUMMER PROPERTY

FOR SALE—Twenty-five acres pine and meadow on Kennebec River, two 6-room houses, one furnished antiques, four fireplaces, hand-made doors and windows, h. l. hinges, $8000. G. L. BINGHAM, Richmond, Maine.

MAINE SUMMER HOMES
FOR SALE AND TO LET
Seashore, lake, country property, anywhere in Maine; estates and development tracts. Write C. HOWARD, Southbay Harbor, Me.

HANCOCK POINT, ME.—Six-room-bath cottage, beautifully furnished, large porches; 20x30 ft. living room, fireplaces. Write IDA R. GRANT, Wildacre Cottage.

SUMMER HOMES TO LET

LARCHMONT, N. Y., 23 Alden Road, Larchmont Knolls, Russell Pettit—Six rooms, bath, furnished; June 15-Sept. 15.

ROOMS TO LET

BROOKLYN, N. Y.—Furnished rooms in pleasant home, fine location, reasonable board if desired; large porch, shade trees, yard; two minutes from Cortelyou B. M. T. subway. Telephone Buckminster 3453.

42 GLOUCESTER ST., BOSTON—Few comfortable attractive rooms; quiet, well-kept home, convenient location; tourist or permanent guests.

N. Y. C., 268 West 84th—Large, sunny room, also single, running water, kitchen privileges, elevator. Trafalgar 9488. HARPER.

N. Y. C., 541 West 113th, Apt. 26—Two connecting front, daylight rooms; French doors, elevator. Cathedral 9349.

N. Y. C., 508 West 112 St., Apt. 63—Sunny outside single room; private family. Cathedral 5479.

YONKERS, N. Y.—Large room; suitable for one or two business men; overlooking Hudson River; 10 minutes from N. Y. Central trains. 506 Warburton Ave. Phone Yonkers 7306.

ROOMS AND BOARD

GREAT KILLS, Staten Island—Two ladies will share comfortable home with paying guests; two double and one single room for rent, with board at reasonable rates; easy commuting to New York City; two blocks from bathing beach; suitable for vacationists, tourists, or for a permanent place to live. Address MISS SOEDERSTROEM, 161 Armstrong Ave. Telephone Dongan Hills 1205.

COUNTRY BOARD

Silver Birches
An Inn "In the Pines"
On Lake Ronkonkoma, Long Island
End of Motor Parkway
A happy home atmosphere for rest, study and recreation. Open all the Year. Phone Ronkonkoma 16.

HELP WANTED—WOMEN

GENERAL HOUSEWORKER for summer home; clean, competent, reliable, willing; personal interview only; Tuesday and Wednesday. 151 West 74th St., Apt. 8A, N. Y. C.

HOUSEHOLD ASSISTANT for adult family in Long Island near New York; must be experienced in directing help, darn, mend, competent take entire charge during owner's absence, cheerful, happy disposition essential; good home right party; must have personal references; state age, religion. Box A-13, The Christian Science Monitor, 270 Madison Ave., New York City.

HOUSEWORKER—One who loves quiet life in country; three in family; cottage on brook. Box T-13, The Christian Science Monitor, 270 Madison Avenue, New York City.

ROCHESTER, N. Y.—A young or middle-aged woman who desires a position as typist and bookkeeper in small office; must be accurate, have some executive ability, and desirous of increasing her earning capacity. Box 87, care Representative, 619 Powers Bldg., Rochester, N. Y.

WOMAN COOK for tea room, June 15 to Sept. 15, state references. PANAMA ROCKS CO., Inc., Panama, N. Y.

SITUATIONS WANTED—MEN

A MAN, M. I. T. degree, of many years varied and successful selling and advertising experience, planning and executing the merchandising of engineering and general products, will whole-heartedly give his best to a concern needing such service. Box T-14, The Christian Science Monitor, 270 Madison Ave., New York City.

SITUATIONS WANTED—WOMEN

ACCOUNTANT - bookkeeper - office executive, thoroughly competent, 20 years' experience, good knowledge German and Spanish, 5 years treasurer and export manager paper house, desires permanent connection; highest references. Box B-20, The Christian Science Monitor, 270 Madison Ave., New York City.

COMPANION-HOUSEKEEPER desires to go away for summer; experienced with children. Box Q-241, The Christian Science Monitor, Boston.

COLLEGE GRADUATE, four years' secretarial experience in university, desires position Sept. 1st in or near Boston. Box P-225, The Christian Science Monitor, Boston, Mass.

NEW YORK CITY
Refined white woman as working housekeeper; good cook.
Telephone Monument 5570

EMPLOYMENT AGENCIES

BUSINESS EMPLOYMENT SERVICE
Mary F. Kingston
11 John St., New York City Cort. 1554
OFFICE HELP OF THE RIGHT KIND

EXPERIENCED GOVERNESSES, infants' nurses, mothers' helpers, housekeepers. MISS ARNSON AGENCY, 225 W. 106th St., Phone Academy 0535, New York City.

FLORENCE SPENCER—High-grade secretaries, executives, bookkeepers, stenographers, clerks. 2 West 33rd St., N. Y. C. Penn. 0900.

LOUISE C. HAHN—Opportunities for men and women seeking office positions. 280 B'way, New York City. Telephone Worth 1315.

MRS. KEMP'S AGENCY
High grade colored maids; references, 2382 7th Ave., New York Audubon 2856

MRS. MERCY S. INGALLS
EXPERT EMPLOYMENT AGENCY
7 West 42d St., N. Y. C. Pennsylvania 6882
Offering positions for men and women among a large clientele of reliable, progressive companies.

DRESSMAKING

DRESSMAKING—I will cut and fit your dress, also give instructions for making it. MRS. E. A. FOSTER-SIHLER, 107-41 104th St., Richmond Hill, N. Y. Tel. Richmond Hill 7817.

MANICURING

MANICURING done at your home by expert, vicinity New York City. Call before 10, Room 101, Bryant 8216.

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NASH LETTER BUREAU
Multigraphing, Mimeographing, Stenography, Mailing, Publicity.
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Wisconsin 1168

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ESTABLISHED 1885
GLOBE CARPET CLEANING CO.
94-96 LINCOLN AVE., BRONX, N. Y.
TELEPHONE MOTT HAVEN 5776

HOUSEHOLD FURNISHINGS

AUTOMATIC sewing machine for sale (Wilcox & Gibbs model); perfect condition; all attachments. Phone Bayside 1666-W (Long Island).

AUTOMOBILE TRIPS

BOSTON MOTOR TRIPS
Six passenger sedan. W. H. DUNBAR
9 Norway St., Phone Copley 2176-R

General Classified

Advertisements under this heading appear in all editions of The Christian Science Monitor. Rate 50 cents a line. Minimum space four lines.

HOMES WITH ATTENTION

SHADOW LAWN LODGE
A HOME affording comforts and attentions for those desiring rest or study. Six miles from Washington, D. C. Open all the year; moderate rates. Booklet sent on request. MISS W. M. DARBY, East Falls Church, Va.

ROOMS TO LET

PHILADELPHIA, Oak Lane Road and New Second Street—Furnished room for one or two, next to bath, with garage; breakfast optional. Phone Majestic 3389.

HELP WANTED—WOMEN

SINCERE WOMEN find enjoyment and profit selling MY BOOKHOUSE to mothers because this selection of right reading for children helps in the foundation of character and establishes high ideals. Now in more than 30,000 homes, demand is constant and steadily growing. Women over 25 years who have educational background, seeking permanent work, and free to leave home have exceptional opportunities in earnings and advancement in this worth-while undertaking. Commission basis. Complete sales training given. Please give age, nationality and education when writing for complete information. THE BOOK HOUSE FOR CHILDREN, 360(M) N. Michigan Ave., Chicago, Ill.

EMPLOYMENT SERVICE

SALARIED POSITIONS, $2500 to $25,000—The undersigned provides a thoroughly organized service, of 16 years' recognized standing, through which preliminaries are negotiated for positions of the Calibre indicated; the procedure is individualized to each client's personal requirements; your identity covered and present position protected; not an employment agency. Send only name and address for details. R. W. BIXBY, INC., 120 Downtown Building, Buffalo, New York.

AGENCIES WANTED

STEAMER BUNKERING
GREEN BOLTON & COMPANY, Ltd.
43 St. Mary Axe, London, E.C. 3, Eng.
FOREIGN COALING AGENTS
Desire European Representation. Americans Suppliers Atlantic and Pacific Coasts, U.S.A. and Canada.

SALESMEN WANTED

WE have openings in our sales organization for the kind of men and women who read this paper; write us. MYRAN BROS., Inc., Realtors, 1911 Broadway, Oakland, Calif. Phone Lake 8400.

SITUATIONS WANTED—WOMEN

EXPERIENCED woman desires to take charge of children during summer; many years' teaching experience; will travel. Box H-1, Representative, 1793 Railway Exchange Bldg., St. Louis, Mo.

City Headings

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You'll Always Find It
at the
G. W. ROBINSON CO.
Limited
One of Canada's Greatest Stores
Phone Regent 4400

(Established 1899)
Hamilton Leather Goods Co., Ltd.
61 and 63 King Street, E.
(Opp. Post Office)
Trunks—Leather Goods—Novelties—Gift Goods.

We will gladly procure for you any special book if it is in print. You are always welcome in this shop of gifts.
Robert Duncan & Company
James Street and Market Square

PROSPECT DAIRY
For fine quality and flavor try our Pasteurized-in-the-Bottle Milk, also Fresh Butter, Cream and Buttermilk.
F. A. JONES, Prop.
241 Prospect Street Phone Gar. 5695

London

Silverwood's Limited
SAFE MILK
Cream, Buttermilk, Ice Cream and Creamery Butter
Phone 6100

The LUMSDEN OIL CO.
Shell Gas and Havoline Oil
Accessories
337 Dundas St., cor. Waterloo Tel. 4890-J

UNDER CITY HEADINGS

ONTARIO

London
(Continued)

PRIM-PREST
Here is a laundry service that will please even the most fastidious. Everything is ironed, starched wherever starch is needed, and returned ready to use—just the way you'd like to have it done. Try Prim-Prest—and get acquainted with a really complete service.
Forest City Laundry

Ottawa

Charles Ogilvy Limited
DRY GOODS
OTTAWA
CANADA

From the viewpoint of most advertisers evening newspaper circulation is of more value than morning circulation. Hence, each new name added to the subscription list of The Ottawa Evening Citizen enhances the value of the good-will and assets of the publishing company. No such value attaches to subscriptions for The Morning Citizen. Therefore, the publishers cordially invite those readers of The Christian Science Monitor who wish to have an Ottawa paper delivered to their homes to subscribe for The Evening Citizen.
THE CITIZEN PUBLISHING CO., LIMITED

McKINLEY & NORTHWOOD
Limited
56-58 Rideau Street
Household Hardware
Fishing and Tennis Supplies
Plumbing and Heating Engineers
"The House of Reliability"

Fisher
The Shop of Fashion Craft
110-112 Sparks Street

PIANOS — — RADIO
VICTOR VICTROLAS
ORME LIMITED
175 Sparks Street

F. W. ARGUE LIMITED
234 BANK STREET, OTTAWA
QUEEN 6800
COAL, COKE AND WOOD

The Producers Dairy Limited
PHONE QUEEN 630
275 Kent Street

Phone Q. 3600
B. G. Grabtree Limited
GROCERS
555 Bank Street, Ottawa
Foreign & Domestic Table Delicacies.

Masson's
R. Masson & Son Limited
FINE SHOES and HOSIERY

DEVLINS
The Great Record Specialty Store of Western Canada
MEN'S APPAREL FURS WOMEN'S IMPORTS
"The Greatest Thing in the World"
by DR. HENRY DRUMMOND
Leather $1.50 Cloth 60c
A. H. JARVIS "The Bookstore"

Cleghorn & Beattie
"Quality Goods & Services"
INTERIOR DECORATORS
FURNISHERS
124 Bank St., Ottawa, Canada

Rodger & Fyfe
591 Bank Street
High-Class Groceries
Tel. 2326-2327 Car.

COAL—COKE
J. & T. BALLANTYNE, Ltd.
80 Elgin Street Phone Q. 1441

The Christian Science Monitor
IS FOR SALE IN
CANADA
Moncton, N. B.—R. R. Colpitts Bookstore, 788 Main St.; Tilman Melanson Bookstore, 827 Main St.; Frank Gallagher's Book Store, Main St.
St. John, N. B.—Gray & Richey, 99 King St. Halifax, N. S.—John W. McKinley, 200 West Young St.
Galt, Ont.—R. W. Melkleham.
Hamilton, Ont.—Robert Duncan & Co.'s Book Store, James St. and Market Sq.
London, Ont.—Wendell Holmes, Ltd., Book Store, 190 Dundas St.; F. T. Harris, Stationer, 175 Dundas St.; Tecumseh House, Richmond St.; Belvedere Hotel News Stand, Dundas St.
Oshawa, Ont.—Henderson's Book Store, King St., East.
Ottawa, Ont.—Chateau Laurier; A. H. Jarvis, The Book Store, 150 Bank St.
Toronto, Ont.—Jack Fine's News Stand, N. E. Cor. King and Bay Sts.; F. J. Roy's News Stand; Ben Wagman's News Stand, S. E. Cor. Yonge and Queen Sts.; Harry Schwartz' News Stand, N. E. Cor King and Yonge Sts.; F. J. Roy (Bookstore), 51 Queen St.; Savoy News Stand, North Ontario Bldg., Bay and Adelaide Sts.; W. T. Crawford's News Stand, Cor. Broadview Ave. and Queen St.; A. Wightman, 636 Yonge St.; William Deacon, Yonge St. and St. Clair Ave.; William Clark, 3064 Dundas St., West; M. Segal, Yonge St. and Wilton Sq.; J. Compton, 260 Royce Ave.; D. Haines, 100 Danforth Ave.; Ukrainian Bazaar, 325 Royce Ave.; E. Feader, 2884 Dundas St., West; Grover, Bloor St., West, and Spadina Ave.; F. Fish, 795 Bathurst St.; Smith, 982 Bathurst St.; H. Drake, 2852 Dundas St., West; L. Apthekr, 118 Front Street.
Champlain Co., Que.—St. Maurice Paper Co., Ltd., Cape de la Madeline.
Montreal, Que.—M. D. Lubin's News Stand, Allan's Corner; J. C. Potter's News Stand, corner Stanley St. and St. Catherines Bank; Windsor Hotel News Stand; Mt. Royal Hotel News Stand.

ONTARIO

Ottawa
(Continued)

Mc Intosh & Watt's
The China Hall
245-247 Bank St. Near Lisgar.
Phone 4049 Queen

Fleetwood Wilson & Co.
Dry Goods, Millinery and Men's Wear
Cor. Bank and Somerset Sts., Ottawa

The OTTAWA SANITARY LAUNDRY CO.
Limited
Launderers, Dyers & Dry Cleaners
255 Argyle Ave. Phone Carling 3100

Toronto

Dunlop's
Limited
CHOICE FLOWERS
8 AND 10 WEST ADELAIDE ST.
TORONTO, CANADA
Phone Main 1423

SOUTHAM PRESS
Limited
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Through our Merchandising Service we aim to give valuable sales assistance to distributors in the Canadian field, and to make every expenditure on advertising literature productive of results.

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24-hour Laundry Service
SEMI-FINISHED
TORONTO WET WASH LAUNDRY LTD.
Toronto, Ont. Phone Lakeside 5280

THE BETTER MILK
From Selected Farms
Caulfield's
Dairies
TORONTO, CANADA
Phone Jct. 0662 for Service

VAN DER VOORT, GALLIVAN AND VAN DER VOORT
Barristers, Solicitors, Notaries
901 FEDERAL BUILDING
TORONTO, CANADA

Serviceable Hosiery
Full-Fashioned Silk Hose to meet the demand for color harmonies.
Lisle Top.....$1.98
Silk Chiffon Hose..$2.50
THE WOOLNOUGH STORE
396 Yonge Street Toronto, Can.

Welsh and Pennsylvania Anthracite
Pocahontas or Domestic Coke
THE MILNES COAL CO.
Limited
88 King Street E. Phone Elgin 5455

BETTER QUALITY
Owens-Elmes Limited
FOOTWEAR
89 YONGE STREET

Individuality in Corseting
CAROLYN HEYES
18 Temperance St. Main 4325

The *JOY GARMENTS*
(A Joy to Serve) (A Joy to Please)
CHAS. G. MANNESS, Ladies' Tailor
Dresses, Coats, Suits Made to Order and Remodeled. Prices Moderate.
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VOICE
EDWARD FAULDS
Specializing in Production of the Correct Singing Tone
Studio—40 Bloor Street West

Groceries—Confectionery—Candy
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333 Huron Street Trin. 3029

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HAIRCUTTING A SPECIALTY
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Pictures and Picture Framing, Art Potteries, China, Glass, etc. Cards for all occasions.
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JEWELER
Repairs on Watches, Clocks, Jewelery, etc., promptly executed.
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Hardware and China, Plumbing, Tinsmithing, Roofing and Electrical Repairs. Estimates furnished.
Tel. Trinity 2652

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Public Stenographer
1710 Royal Bank Bldg. Tel. Adel. 0278

Windsor

MAPLE LEAF DAIRY
RANKINE BROS. Propra.
KLEAN MILK
Cream, Buttermilk, Ice Cream and Creamery Butter
962 Gladstone Ave. Phone B. 1653-W

City Headings

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Montreal

HALL & ROBINSON
Limited

MEMBERS
Florists Telegraph Delivery Association

82 St. Catherine W.
Uptown 3373

"Say it with Flowers"

WM. H. MACK
1432 Bleury Street

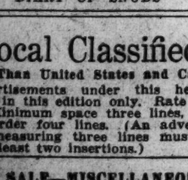
SMARDON TARSALEASE
Better Fitting Footwear

Products Always the Best
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Limited
At 1070 Bleury Street, Montreal
Offers its many facilities for the production of good printing and lithographing.

JOHN GORDON & SON
Limited
Commission Merchants
Agents for
Penmans Limited
Canadian Converters Co. Ltd.

Established 1866



JAS. A. OGILVY'S Limited
Montreal, P. Q.

CHAS. J. HILL
Registered
"Florists"
4897 Sherbrooke St. W.
(One store only)

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Limited
Restaurant
462 St. Catherine Street West
Choice food served at reasonable prices in comfortable surroundings by courteous employees.
J. A. BOWEN, Proprietor

SPORTING GOODS
ORTHOPHONIC VICTROLAS
WORTH-WHILE RADIO
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4801 Wellington St., Verdun
Cor. Third Avenue Tel. York 7161
58 Wellington Car Stops at the Door

Westmount 8862
HOWARD J. WARR
Ladies' and Gentlemen's Tailor
4534 Wellington VERDUN York 5732

SABERTON'S
731 St. Catherine Street West
SOUVENIRS—Indian, Ivory Novelties.
Beautiful Canadian Moccasins, Guide Books and descriptive literature of historic Montreal. Greeting Cards.
Up. 5160

Fine Stationery
CHAPMAN'S BOOK STORE, Inc.
Opposite Mount Royal Hotel
"DIARY OF SNUBS"

Local Classified

Other Than United States and Canada

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FOR SALE—MISCELLANEOUS

LADYSWALE POULTRY FARM, LTD. AMPORT, ANDOVER
All Poultry Produce Pupils taken

MANUSCRIPT TYPIST

TYPEWRITING, duplicating, translations, promptly done. GARDNER, 80 Alexandra Mansions, Hastings St., London, W. C. 1. Museum 1471.

TUNER

PIANOFORTE & ORGAN expert; instruments tuned, regulated and repaired; London or provinces. J. D. BEVAN, 172 Broom Rd., Teddington, Middlesex.

Local Classified Advertisements

Other Than United States and Canada

Advertisements under this heading appear in this edition only. Rate 1/- a line. Minimum space three lines, minimum order four lines. (An advertisement measuring three lines must call for at least two insertions.)

TOWN AND COUNTRY PROPERTY

Stuart Hepburn & Co.
Estate Agents, Auctioneers & Surveyors
39/41 Brompton Road, Knightsbridge, London, S. W. 3.

Specialists in Town and Country Properties



Surrey

IN ONE OF THE BEAUTY SPOTS OF THE SOUTHERN COUNTIES OF ENGLAND, CLOSE TO FAMOUS GOLF

AN OLD WORLD HOUSE in a picturesque setting with secluded and well-matured grounds, STONE-BUILT, weather-tiled and with CASEMENT WINDOWS, &c., Containing 3-4 Reception rooms, STUDIO or BILLIARD ROOM, 7-9 Bedrooms, Maids' sitting room, 2 Bathrooms, Cloakroom & excellent offices.

OAK and PANELLED DADOS, PARQUET FLOORING, OAK STAIRCASE, GALLERY and other interesting features. ELECTRIC LIGHT. COMPANY'S WATER. CENTRAL HEATING.

Old-fashioned STONE and TILED BARN. Good STABLING, heated GARAGE (for 2 cars) and other outbuildings, all fitted ELECTRIC LIGHT. The old-world gardens are a feature of the property with their ornamental lawns, lily pond, rock garden, kitchen garden, woodland & pasture and extend to about FOUR ACRES, more land (up to SIXTEEN ACRES) being available if required.

Freehold: 5,000 Guineas or near offer

For full particulars apply to the Owner's Agents, MESSRS. STUART HEPBURN & CO., 39/41 Brompton Road, Knightsbridge, London, S. W. 3. Telephone Kensington 9320 (4 lines) Telegrams "Appraisal, Knights-London."

PERCIVAL ASHBY
F. N. A. A., F. I. A. S.
44a Westbourne Grove, London, W. 2.
Phone: Park 6612
House and Estate Agent. Surveyor
Estates Managed Rents Collected
Income Tax—Claims and Reclaims

The House Bureau
(M. A. RYAN)
HOUSES & FLATS
FURNISHED AND UNFURNISHED
Inventories—Insurances—
Rent Collections
251 Fulham Road, London, S. W. 3.
Telephone Kensington 2747.

CLAUDE W. BRIGHTEN
Fellow of the Surveyors' Institution.
Fellow of The Land Agents' Society.
LAND AGENT & CHARTERED SURVEYOR
3 HIGH STREET, MAIDENHEAD.
COUNTRY ESTATES MANAGED IN ALL PARTS.

POLPERRO, CORNWALL—To be sold, two cottages, £650 the two; freehold. 3 minutes sea; also furnished cottage. MRS. MILLS.

POLPERRO, CORNWALL—Freehold building sites for sale; overlooking harbour; lovely views; plots £200. MRS. MILLS.

HOUSES FOR SALE

BECKENHAM, KENT—Pleasant, convenient situation, detached freehold house; lounge hall, 2 large reception, 4 bedrooms, good bathroom, modern kitchen, attractive garden; room for garage; price moderate; easy distance Christian Science church. Write first to Box K-1021, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

LONDON, Clapham Common—Commodious 9-room house, easy access town, close bus, trams; lower part let; possession of upper part, five rooms and bath; garden; lease 62 years; ground rent £6.10.0. £820. Apply Tel. Battersea 1020 or Box K-1013, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

TO LET—FURNISHED

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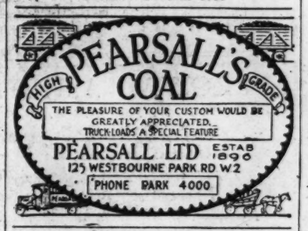
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ENGLAND

Manchester
(Continued)

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ENGLAND

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(Continued)

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BOSTON, TUESDAY, JUNE 1, 1926 — *"First the blade, then the ear, then the full grain in the ear"* — PUBLISHED BY THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

EDITORIALS

British Trade Prospects

We publish today a British trade supplement. It was compiled in some measure as an answer to the belief that was circulating in a good many quarters a few months ago that the day of Britain's industrial decline had set in. At one moment it looked as if the prophets of evil were going to be proved temporarily correct. The material for the supplement was dispatched from London on the first day of the general strike. It succeeded in reaching the mail steamer, but it seemed doubtful whether it would be possible to publish the supplement on the appointed day, for it would hardly have been appropriate to do so if Great Britain had still been plunged in the turmoil and rioting and industrial disaster which the proclamation of a general strike is generally believed to imply.

As it is, the manner in which the people and Government of Great Britain managed to defeat this formidable menace and to get the wheels of industry and co-operation between employers and employed going again is better proof of the fundamental health and recuperative power of the Nation than any supplement can be.

An American citizen writing to The Times, of London, a few days after the end of the strike commented on the fact that Great Britain had been attacked in the last twelve years both by the organized forces of autocratic reaction, as represented by imperial Germany, and by the organized forces of revolutionary violence, as represented by Soviet Russia and its dupes and allies in the industrial world, and that it had managed to preserve its liberal and democratic Constitution unimpaired.

This is true, and therefore we think that the sober prospects of recovery which our supplement heralds have been increased rather than diminished by the events of the last few weeks. Great Britain, in common with other belligerent nations, has had a hard row to hoe since the war. Of all nations, she carries the largest burden of internal debt. She was the first of the great powers to meet her foreign obligations. She depends for her prosperity more than any other nation on foreign trade, for her 45,000,000 inhabitants live in a tiny island which cannot nearly supply either the foodstuffs or the raw materials which they need. Hence the abolition of acute unemployment and the recovery of her foreign markets are inseparably bound up with the recovery of world trade itself from the depression caused by the waste of capital during the war. Yet despite these difficulties, her national finances are in a perfectly sound condition, her trade was recovering and her unemployment was falling up to the time of the strike, and she was able to ward off the incalculable evils which the strike itself might have brought in its train.

That strike, of course, is bound to set back recovery for a time. But if it means, as the way in which it was dealt with and settled ought to mean, that the Nation will now set to work to find out and remove the causes which made it possible at all—greed, or inefficiency, or autocracy on the part of employers; restriction of output, suspicion, trade union dictation and the toying with revolutionary doctrines on the part of the employed—the new spirit and the new methods which will result will make up in a very short while for any loss which the strike itself may have caused. No one can peruse the record which our supplement sets forth without realizing that if the right spirit is there, the prospects before British industry and employment are as rosy as, and even rosier than, they have ever been.

There is another reason for publishing this supplement. One of the most persistent factors in making for international discord is commercial jealousy between nations. It is a common but disastrous illusion that one nation can prosper at the expense of another. Nations often instinctively want to get every trade advantage for themselves, and feel satisfaction at the misfortune of their trade rivals. The truth is exactly the opposite. Every nation benefits by the prosperity of all its neighbors. Nobody inside a nation thinks that bad times in one section is anything but a loss to every other section, or that it is not a loss to the nation as a whole, even if it may benefit a few individual competitive firms. It is just the same with the world. The only sure basis for national prosperity is that other nations should be prosperous also. Great Britain has everything to gain from the prosperity of the United States; the United States has everything to gain from the prosperity of Britain. The improvement in British economic conditions which this supplement seems to foretell cannot fail to be a blessing to all.

A "Referendum" With a Purpose

In the effort to shape their campaign plans so as to insure a full and free expression of dry sentiment at the polls in New York State this year, it may be that the directors of the conferences which are being held there are overlooking, in their apparent intention to place so-called third-party candidates for the governorship and the United States senatorship in the field, their only opportunity to interpose the issue which would present a "referendum" clause worthy of the name. If they are actuated, as they no doubt are, by really constructive rather than merely punitive motives, the battle field which it would seem should be chosen is the primary, rather than the general election.

It is taken for granted that Senator Wadsworth, who is to seek renomination and reelection on the Republican ticket, has alienated, by his own outspokenness, whatever support he formerly claimed from those committed to the absolute enforcement of the Prohibition Law. In open opposition to him are the leaders in such organizations as the Anti-Saloon League, the Women's Law Enforcement Committee, the Woman's Christian Temperance Union, the New York Civic League, the Independent Order of Good Templars, and the remnant of the once more or less powerful Prohibition Party. All these are seeking some effective means of electing, if this can be made possible, a successor to Senator Wadsworth who will commit himself unequivocally to the enforcement of prohibition.

It is not suggested that the mere defeat of Senator Wadsworth and the election of a Democratic candidate holding similar views would be counted a victory for the drys. And yet it is more than probable that this would be the result were a third-party candidate to be placed in the field in the general election. It would seem, therefore, that the best method for bringing out a full expression of dry sentiment in New York would be to prepare for the test of strength in the senatorial and gubernatorial primaries, thus leaving other issues to be determined in November. It would not matter greatly, with the strength of the dry vote thus definitely determined, what might be the result of the pending "official" referendum, which some of the wets and many of the drys in New York State have declared to be nothing more than a political "gold brick."

It is not improbable that a preliminary survey of the situation in the Empire State would disclose the fact that among enrolled Republican voters, men and women, and among those voters not pledged to any particular political party, there exists sufficient strength, properly combined and marshaled, to nominate dry candidates for both the offices named, and to elect them in November. But there can be no convincing test of that strength unless the opportunity is offered for its expression. The demand, in New York as well as in some of the other states, is for a "popular referendum" which, it is declared, will indicate the wishes of the voters regarding prohibition and the enforcement of the laws. There can be no such declaration, obviously, except where the issue is clearly joined. And there is no better method of joining and presenting the issue than that afforded by the popular primary where the opposing candidates stand, as they would stand in New York State, for prohibition on the one side, and unqualifiedly against it on the other.

There is a story told, as an Italian fable, which merits some consideration, as recording the words of a wise man on a weighty question. A fool in Florence, it says, seeing troops issuing from the city, asked what all these movements meant. "Don't you know," he was answered, "that war has been declared on Pisa?" "But," said the fool, "will not this war be terminated by peace?" "How can you talk of peace, O fool," was the reply, "since the war is only just about to begin?" "But peace must some day come," commented the fool. "Of course, no war is eternal," it was agreed, "so that it is true that peace will return some day; but now the war is beginning." "Since we must needs come to a cessation of war," returned the fool, "why not make peace before the war starts?" However (the fable continues), only a fool would ask so intelligent a question. All the same, that is just the type of foolishness that the world is learning today is so foolish that it really amounts to the highest kind of wisdom.

The "Flying Squadron" of Good Will

Closely following his return to the United States after an extended tour of the Far East, Henry Morgenthau, former Ambassador to Turkey, made public announcement of his plan, in which distinguished representatives of other nations are co-operating, to promote a better international understanding, in an effort to counteract the insidious efforts of what he refers to as "designing mischief makers" in America and abroad. It is proposed to organize a "flying squadron" of perhaps ten speakers, all of whom are leaders of thought in their various countries, to visit some sixteen of the leading universities in the United States. In these, if the opportunity is afforded, lectures will be delivered and round-table discussions held. The speakers will discuss the problems confronting their countries, subjecting themselves thereafter to cross-examination by the students. Following these it is planned to hold public meetings, the proceedings of which would be radiocast, thus reaching millions of listeners.

In this comprehensive plan, the purpose of which is most commendable, one sees the possibility of extending, and popularizing, as it were, what has come to be known as the "Williamstown idea." There is, likewise, an opportunity to somewhat more generally broadcast the message of international good will whose delivery marked the meetings of the Institute of Pacific Relations recently held in Honolulu. Perhaps it may be agreed that there is need of a wider dissemination of this propaganda of friendliness than has heretofore been provided. The speakers who are invited to Williamstown each summer bring with them hopeful and constructive messages. Such conferences as that in Honolulu outline helpful policies and renew sincere pledges of peace based on a better understanding of the aims and purposes of the peoples represented. Mr. Morgenthau and his associates in the present undertaking evidently see the need of universalizing these educational processes. There is no doubt that the need exists.

The field chosen for this experiment in intensive teaching of a broader internationalism is a fertile and promising one. The young men and women in American colleges are in a position to pass the message on as they come into direct contact with the children in the schools, with men and women in business, with workers in the churches, and with those met by chance in travel. They will do well if they learn, first of all, and come to a proper appreciation of the fact, that it is not alone their own country which is in a position to give. The older countries of both the Orient and the Occident have contributed much and still have much to offer to advancing civilizations.

It is important that this viewpoint be gained, because it is helpful in establishing a clearer realization that the peoples of Europe and Asia, for instance, are not seeking this closer international contact merely for the purpose of urging their own material or political needs. They have their own offerings to make to the common cause. In the warmth of the revealing light which the volunteers in this flying squadron may be able to shed, perhaps those who sit within it may find it easy to divest themselves of the cloak of smug self-satisfaction which some have donned in their time of great material prosperity, discovering, meanwhile, that only those benefactions which are shared bring true blessings.

"A Cinderella Among Schools"

In the Survey Graphic for June is a story entitled "A Cinderella Among Schools," which deals with the Vermont district schools. Its author, Mrs. Dorothy Canfield Fisher, has found something therein which has not been visible to the ordinary observer caught in the meshes of present-day standardization methods. She has actually dared to see possibilities of good in these old-fashioned rural schoolhouses that is unobtainable from the more "efficient" systems in popular vogue. And she tells her own experience in gaining a larger view of the more practical side of education which she has found exemplified in these small places of learning, where still the boys and girls are doing things largely "on their own, just as their grandfathers and great-grandfathers were—not very much to be pitied, if you want my opinion."

It is not that Mrs. Fisher believes that the old-school methods cannot be improved. Rather she tells how she has come to feel that ultra-standardized methods lose somewhat of extreme value that the rural schoolhouse possesses. And she says that others are coming to see things as she does, to the extent that Vermont is now trying to "restore" with intelligence and diligence, the district school. "We are studying hard how to do our best by it," she writes, "give it the good modern improvements, without cutting at its root which has shown such vitality." Thus the State Board of Vermont is doing all it can, she explains, not to eliminate district schools as so many states are trying to do, but to improve them materially, to raise the salaries of teachers in them, to get better books and maps for them. And she tells her readers that the old Yankee neighborhood institution of the "bee" is being revived, and "schoolhouse bees" are coming into fashion—days when the neighbors gather and work all together on the schoolhouses, doing whatever needs to be done that nimble Yankee fingers can do.

There is no question that Mrs. Fisher has touched in her article upon a feature of American education that merits considerable attention. There was a force, a vitality about the old-time methods, which with all their faults, and it may be granted that they were many, is sometimes looked for in vain in the newer and more magnificent proceedings. There is an element of practicality in them the value of which cannot be exaggerated, but which is liable to be lost sight of in more pretentious surroundings. The main purpose of education, the training of judgment and molding of character, has found some of its finest exemplifications in the humbler environments, and the recognition of this fact constitutes one of the most notable features of American life.

There is a danger today of losing sight of individualism in the effort to exalt the material much-vaunted efficiency of the age. Machinery is taking the place of much that is exhausting and unnecessary as work and employment. But this does not mean that education can be relegated to a mechanical procedure. The methods of inestimable value in a large factory cannot be transported wholesale into the schoolroom. There is much that is good in old-time methods, and it is important that what is good be not lost sight of in the effort to eliminate too ruthlessly what is of lesser value. Sometimes the attempt to improve may result in the loss of elements which cannot readily be spared.

Editorial Notes

In hardly any aspect of world history has any more startling progress been made than in the conquest during the past three years of the Syrian desert. Only a decade ago the trip from, say, Beirut to Bagdad was proverbially long and trying, so much so, indeed, that few cared or dared to make it save under exceptional circumstances. Today, although the difficulties have by no means been conquered, the route has been so much developed as to become, in the language of one correspondent, an economic necessity to Syria. Even the revolt, with the risks attendant upon it, did not stop the service, which has been carried on by two different concerns along three routes. One of these companies is planning to put into operation a Pullman omnibus which seats fourteen persons in individual seats, and has washing accommodation. It is said that the desert route has developed commercial relations between Syria and Irak and Persia to an extent undreamed of by the pioneers. One Persian, for instance, who had to make the catering arrangements for the Shah's coronation ceremonies, is reported to have lately bought goods from Beirut for not less than £15,000 in gold!

Surely, none will deny that the sentiments expressed in the paragraph entitled "Make Surroundings Cheerful," published in a recent issue of Chicago Health, under the editorship of Herman N. Bundesen, M. D., Commissioner of Health for Chicago, represent a piece of good advice. "If there is one thing that I wish you to remember in order to keep your family together in happiness and health, mother, it is to be cheerful," it read in part. Then it explained that, while children may show thoughtlessness that may be annoying to their parents, "they must give vent to their overbubbling animal spirits; they must shout and play, and laugh and cry." And it added this worth-while counsel:

Learn to bear with them. Get down to their level instead of trying to bring them up to your adult place. If you do, you will make them love you and their home and will keep them together in love and understanding.

Who Said "Down and Out"?

The soft, caressing breeze of a perfect day in May stirred the tree tops as I made my way across the lawn seeking my brother-in-law, Archibald, in the flower-encircled nook of his Sussex garden where fine weather always called him. Rusty, the Airedale, came bounding to greet me, and having with his usual exuberance bestowed numerous paw-marks upon my clothing, took my hand gently in his warm, moist jaws and led me toward his master's retreat. As we rounded the shrubbery concealing the nook, Archibald's voice rose clear in declamatory tones.

"I ask you, in view of these economic statistics, can it be truly said that England is down and out?"

"Never!" I cried, making with Rusty a dramatic entry upon the scene. Archibald was in his chair by the side of a garden table upon which were strewn various books and pamphlets, while Mrs. Archibald sat opposite in rapt attention. A heavy, emphasizing thump on the table by Archibald synchronized precisely with my ejaculation and entry.

"What is it this time?" I asked, releasing my hand from Rusty's gentle hold, "a speech to the Asparagus Growers' Union, or a few humorous remarks to the Boy Scouts of Pudboro'?"

Archibald grinned as he threw a book at me, and I sank gracefully if somewhat hurriedly into a garden chair, assisted by a kindly push from the hand that cast the book.

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"Archie is to be interviewed! Isn't it thrilling?" said my sister.

"What about? By whom?" I asked, after the thrill had somewhat subsided.

"If your insatiable curiosity must be satisfied, old chap, I'll tell you," said Archibald. "The Pudboro' Clarion, the leading newspaper of the County of Sussex, is getting out a special number on Monday next. From certain quarters, both in this country and abroad, have come repeated assertions that England economically is down and out. This special number of the Clarion is designed to counteract these nefarious statements, and among its features will be exclusive interviews with—er—prominent business people in Sussex refuting this down-and-out drivel, if you follow me."

"Quite; but you said 'business people.' Just where do you enter upon the scene?"

"You forget my poultry farm," said Archibald with dignity.

"Sorry. Of course! I forgot. Er—what was your loss last year?"

"Much less than the year before," replied Archibald, "and if that new poultry feed measures up to expectations, this year I shall—"

"He's coming!" whispered Mrs. Archibald, who had been peering round the shrubbery, "the reporter!"

Archibald rose to meet the individual approaching across the lawn, escorted by the watchful Rusty. He was a callow young man, rather timid and diffident, and seemed greatly relieved when Archibald ordered the canine escort to cease his attentions and lie down. With hat in hand he proffered his card to Archibald, and from it we learned that Harold Binks, representing the Pudboro' Clarion, stood before us.

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There was desultory conversation for a few minutes, mainly about the weather, before we resumed our seats, and as the "prominent business man," alias Archibald, sank into his chair by the table, unconsciously no doubt, he assumed the pose of a man about to have his photograph taken. Mr. Binks, the reporter, was evidently new at the game, for an embarrassing pause ensued while he fumbled in his pockets and finally produced a notebook and pencil.

"Er—do you, that is to say, would you mind stating whether you consider the—er—economical position of England to be at the present time, Mr. Plumpton?" asked Mr. Binks, poising his pencil.

"Bad, very bad," replied Archibald, "er—I mean, good, excellent, very good, I—er—did not catch the purport of your question. By all means, record my opinion as good, very good."

"Upon what do you base your opinion, Mr. Plumpton?"

"On—er—everything, industries, imports and exports, finance, sport—er—take the poultry industry, for instance, and here I speak with some authority, for my intensive poultry farm is, I think, first if not second to none in this county.

"Before the war we imported eggs and poultry from the ends of the earth to supply our home consumption, but the war taught us the lesson of home production, and today I dare say there is not a home without its hen. I speak, of course, in an average sense, the fact that some homes do not possess hens being fully compensated by the fact that other homes possess two, three and even more.

"And what is the result? England has, roughly speaking, a population of 45,000,000 people. An average of one head per hen—er—I should say, one hen per head gives us a total of 45,000,000 hens. An average of one egg per day laid by these hens gives us the astounding total of 45,000,000 eggs per day. At a selling price of twopence per egg, we have a daily revenue of—"

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"Just a moment," I interrupted incautiously, "suppose each of us eats his egg for breakfast, what then?"

Archibald withered me with a glance and went on.

"A daily revenue of—er—well, you can calculate that for yourself. And suppose, instead of being eaten (another withering glance at me), suppose these eggs are used for hatching purposes. Forty-five million eggs under 45,000,000 hens every day would in a year's time produce the prodigious number of (Archibald fumbled amid his books and pamphlets), I had the number here somewhere, but—er—however, it was something absolutely appalling, I mean to say, astounding, you would hardly believe it.

"Of course, all this has not yet come to pass, but the fact that it is even a possibility should be enough to discount any silly assertion that England is down and out!"

"What effect has the controversy at Geneva had upon England's industries?" asked Harold, consulting his notebook after jotting with his pencil.

"I don't think so," replied Archibald, "for one has only to consider for a moment the coal in England's mines to realize that we can produce enough fuel to feed every man, woman and child—er—I mean, heat every man, woman and child in this country, on the Continent and—er—even overseas. I do not hesitate to say that the natural resources of Great Britain, including, of course, her scenery, her entailed estates and—er—golf links, are almost if nearly unlimited.

"It is true that our geological substratum has not yet yielded oil in paying quantities, but we have at least one motorcar to every ten families, and I ask you, what would oil amount to if it were not for infernal—er—internal combustion engines, what?" (Mr. Binks nodded his head in complete acquiescence, and jotted some more).

"In regard to rubber, I think it would be well if the Clarion corrected an impression prevalent in some quarters that we grow rubber in England. This is due, no doubt, to the fact that the newspapers frequently comment upon our growing supply of rubber in London. Please quote me as saying that as far as I can ascertain, no rubber plantations exist in England, but we control the rubber industry nevertheless.

"And here let me remind you that two years ago we were entreating a certain country to buy our accumulated rubber at sixpence a pound, and they would not. Later, with sighs and almost tears, they paid four shillings and sixpence a pound, paid it until our hearts were softened and we reduced the price by some 50 per cent. If England has any industrial fault, it is her soft-headedness, er—I mean, heartedness."

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"What effect, if any, has England's financial obligations to America had upon our industries?"

"Speaking as one interested in the poultry industry, I do not hesitate to say yes," replied Archibald, portentously. "One cannot view the stream of gold flowing into the coffers of Uncle Samuel without realizing what an enormous difference it would make if it were eggs instead. As it is, however, the golden eggs laid by the—er—hens of Great Britain will continue to be—er—laid for export until the bill is paid. England has never repudiated an honest obligation, England never will! Ita lex scripta! Thus is the law written!"

"Here! Here!" I cried. Mrs. Archibald beamed with pride, and Archibald's bosom visibly expanded with patriotic emotion. Mr. Binks was deeply impressed; his pencil as well as his voice quivered under the stress.

"I take it, then, Mr. Plumpton, that when you place no credence in the assertion that England is down and out, and whatever our financial obligations and industrial upheavals are, therefore the bulwarks of England's stability remains to be unbreeched in spite of the envious attacks of unreasoning and ignorant opponents, is it not?"

"Yes—er—no—er would you mind repeating the question?" said Archibald. Harold consulted his notebook and tried again, but he was evidently confused.

"I meant to ask, in other words, would the fact that our upheavals and obligations combining with the stability of England's bulwarks be breeched whether and if she is down and out?"

Archibald looked at me inquiringly, I looked at Mrs. Archibald, and Mrs. Archibald looked at Rusty. If Rusty knew the answer to the question, he kept it to himself and merely yawned in a bored manner.

"Of course," said Archibald finally, "since you put it that way, I can only reply affirmatively in the negative."

"Thanks very much, sir," said Mr. Binks in a relieved voice. "I presume I have your permission to quote your valued observations in the special number of the Clarion? I have noted them very carefully in my book."

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"Oh, absolutely," said Archibald, as he shook Mr. Binks cordially by the hand, "and you might just add that I said, 'England is down and out—down on pessimism and out for trade!'"

"Oh, thanks very much, I'll jot that down if you don't mind, it's very good." And having finished his jotting, Mr. Binks departed, followed at a discreet distance by Rusty.

This was on a Friday afternoon. The special industrial number of the Pudboro' Clarion arrived early Monday morning before I left for London. I found Archibald in the garden before breakfast scanning the paper with great interest.

"I say, old chap, what do you make of it?" asked Archibald, handing me the paper and pointing to a short paragraph. It was in the midst of numerous interviews of considerable length and read as follows: "Mr. Archibald Plumpton, the well-known humorist, said with characteristic wit and brevity, 'England is down and out—down on pragmatism and out for pay!'"

"Did I say that?" asked Archibald, "and if I did, what under the blue sky does it mean? And where's the rest of the interview? What became of those notes? You saw how he jotted and jotted while I was speaking. Don't tell me, after all the trouble I took to compile and verify those statistics, that Binks mislaid or lost his—"

He paused as our eyes fastened on Rusty, who with tail wagging was worrying some object on the lawn. It was a flat, oblong object and had a familiar look about it. Archibald and I gazed at each other blankly for a few moments. Could it be possible!

"Fetch it here, Rusty!" commanded Archibald. Reluctantly, and only after much cavorting, Rusty delivered up his prey. It was Binks' notebook.

B. F.

The World's Great Capitals: The Week in Paris

PARIS

There are some critics who deprecate the production of a revue at the Odéon. The Odéon is the second national theater with subsidies from the state, and it has an extensive classical repertory. It is, therefore, urged in some quarters that its dignity will suffer by the production of a revue, but it has been pointed out that this is not the first time that such a performance has been given. Some years ago one of France's most distinguished poets collaborated in the writing of a revue for the Odéon. Today the authors who have been chosen are Jean Bastia and André Lang, both of them witty writers with real literary gifts. Therefore, the Odéon revue is held to be altogether different from some of the more frivolous productions of the ordinary music halls. It contains social satire, poetic fancy, literary parody, and is a lively commentary on the characteristics of the day.

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Eugène Brieux is a playwright who in some respects is the French equivalent of Bernard Shaw—though he does not possess the sparkle of the Irish playwright. He has written a large number of plays of a social and moral tendency: he helped to invent the "drama of ideas." Now he offers a literary prize, to be awarded to the author of a play in at least three acts "with social and moral tendencies, whatever may be its political or religious opinions, but not having the character of a pamphlet." To the French Academy, of which he is a member, he gives an annual income of 15,000 francs, to be allocated every two years in the form of a prize of 30,000 francs. It is not necessary that the winning play should have been performed. The prize is to be awarded for the first time next year.

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American students come in such large numbers to France that it is only fitting that French students should return the compliment and travel in America. Thus the Ligue Maritime and the Coloniale Française announce the creation of sixteen traveling scholarships for French students in the superior and the secondary schools. Those students who are awarded the scholarships will be allowed a period of travel in the United States.

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The first illustrated advertisement sent across the ocean by "wireless" appeared recently in both the Paris and the London newspapers. Thus a new page in commercial history has been written. Certainly the advertisement which was transmitted by radio across the Atlantic for publication on this side was not as clear as might have been wished, but a beginning has been made and improvements can easily be effected. The photo-radiogram process will be developed considerably in the next few years. There are inventors in France and in England, as well as in America, who are endeavoring to bring it to perfection. It is forecast that sooner or later "it should be possible for a woman on one side of the Atlantic to choose a dress on this side by means of wireless television and have it delivered to her by ordinary aerial post, cash on delivery, within a few hours." If that were the only purpose to which the new means of transmission could be applied, perhaps it would hardly be worth while, but it is not difficult to imagine many other possibilities.

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The French Government has just bought one of the pictures which William P. Silva has been showing for the Luxembourg collection. It is a painting of a garden in Charleston, S. C.—garden in gray and lavender. Wistarias are festooned from the trees, azaleas spread rose-tinted petals, and the whole is enveloped in a dreamlike atmosphere. The work, depicting, as it does, a scene which cannot be duplicated in France, has received a great deal of admiration.